



messing about in **BOATS**

Volume 32 – Number 6

October 2014

Special Features This Issue
In Memoriam: Phil Thiel
2014 Blackburn Guideboat Challenge
A Cruise on Moosehead Lake Maine
The Ron and Dale Erie Canal Saga
So, You Want to Plan a Rendezvous?



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Commentary...

Bob Hicks, Editor

Coming up this month are a couple of unique small boat gatherings in the southwest, Sail Oklahoma in Eufaula and the plyWooden Boat Festival in Port Aransas, Texas. All the details for Sail Oklahoma are on page 6 in this issue, while the plyWooden Boat Festival details are on page 5 in the September issue, so I won't go into these here.

I'm particularly interested in these events because they are grass roots small boat affairs organized and run by people who love the small boat game. I once lived this life back in the '60s when publishing my motorcycle sports magazines. I was involved in bringing three different aspects of that game here in New England to full fruition as major events for our amateur participants, even to the extent of two of these attaining international status with participants from overseas (mainly Europe). But I was in my 30s then, old enough to know what I wanted to do and still young enough to have the energy and drive to see them through successfully. I know what undertakings the Monies and Chuck Leinweber are making to bring these events to us and wish them well.

Mike and Jackie Monies, organizers of Sail Oklahoma, are crowding 70 now, still full of that energy and drive, enthused about hosting the faithful at their waterfront place on Lake Eufaula, a very large artificial lake (courtesy of the US Army Corps of Engineers). In five years they've attracted an ever-growing number of participants and ever broadening choice of activities now spread over four days, October 8-11.

Of special interest to me is the inclusion of a workshop hosted by author Tom Pamperin (*Jagular Goes Everywhere, Adventures in a \$300 Sailboat*) on writing for publication. Jackie invited me to come on down and take part in this. I'd love to do so but Oklahoma is way too far from home for me to travel. Were it possible to do it on a day trip I'd be there, I have a few insights from 55 years in the publication game that I'd be pleased to share with those interested. I will be very much interested in how this worked

out and hopefully might get a report on it to share with all of you.

Chuck's plyWooden Boat Festival sounds like just what I'd like to see come back here in New England. Chuck decided that plywood boat builders needed more attention in boat shows. While conceding the beauty and craftsmanship of traditionally built wooden boats he recognizes (through his online Duckworks Magazine) that most amateur boat building today involves boats designed for plywood construction. He outlined how this all came about and what to expect in our September issue, "Birth of a Boat Show." Like I did so long ago in another game with my magazines, Chuck uses the outreach of his online Duckworks Magazine to build interest and participation.

Chuck is no stranger to organizing an event, the Texas 200 was his concept originally and when it caught on and grew beyond one man's ability to run it, he set up a non-profit group to carry on. The plyWooden Boat Show also brings something new to the neglected (small boatwise) Texas Gulf Coast. He has hooked up with others sharing his belief and has the support of the Port Aransas Preservation and Historical Association and its museum and the local marina. As with the Sail Oklahoma I'd love to attend this event but its nearly 2,000 miles from here so...

Knowing all this, I envision the plyWooden Boat Festival coming on strong in the coming years as plywood builders (and designers/suppliers) get behind it to make it "their" show. No longer need such boats be poor relations to the traditional conventional wisdom. Certainly there are enough plywood boat folks out there to make this happen if they get behind it. Anyone within reach of Port Aransas, Texas, on the October 17-19 weekend would do well to take this in, not only for their own pleasure and enjoyment but also to give it a big kickoff boost for the future.

For the rest of us who cannot make it, I hope we will have a follow up report to bring you in an upcoming issue.

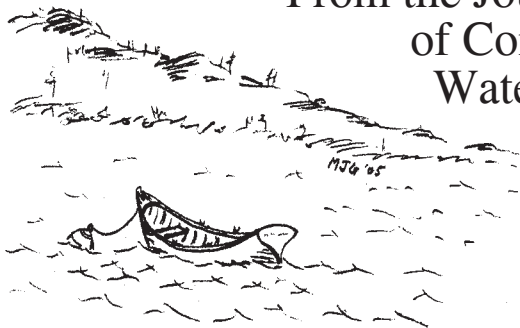
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On the Cover...

Friend Harvey is not a boat guy (he and I share weekly 35-50 mile rides on local back roads on our recumbent trikes), but he loves to photograph the boats along our Massachusetts North Shore. A year or so ago he found a boat ashore with a tree growing up through it which we ran on the cover of the January 2013 issue. Now we have this month another from him, with his remark "...happy with what he's got." It seems to fit our outlook on messing about in small boats.

From the Journals of Constant Waterman



By Matthew Goldman
Constantwaterman.com

During lunch at the bakery, I talked with the woman at the only other table. As I ladled delicious pea soup into my snout, and chased the carrots cavorting in my mug, I answered her questions without distorting the truth any more than usual.

"I can spot an off islander seven ways to Sunday," she informed me. "What are you doing out here?"

When I told her, her eyes lit up.

"My boyfriend has a thirty-foot ketch," she exclaimed. "He'd love your book." Unfortunately, I hadn't any more with me. I gave her my card and told her to buy a few copies from my website. I remember my fantasy of sailing from harbor to harbor, peddling books. Is it that far fetched?

I sauntered back to New Harbor. Beside the road, a Yellow Delicious apple tree, half wild, drooped above the unmown verge and dropped its imperfect fruit on the cushioning grass. Though mottled with brown, these apples were evocative of a life removed from the overweening presumptions of horticulture. I ought to know: I grew up with several acres of abandoned apple trees. The Yellow Delicious across our pond were stunted and hardy and tart and satisfying. What is it they do to commercial produce that makes it all so tasteless? Hopefully, when I'm dead and buried, some local worm will say to his mate, "Now that was a proper waterman!"

I munched an apple on my way back to Payne's wharf. I launched my kayak and explored the estuary beyond the harbor. Half a mile brought me to its end. A few mallards, a few Canadian geese, a clam digger and his dog, were all I met. The dog, an old black Lab, walked alongside me, shoulder deep, to wish me a good passage. I traversed the estuary, paddled leisurely back to *MoonWind* and secured my kayak aboard.

I made a cup of tea and wrote in my journal. The sky grew sullen; the early dusk came on; the temperature declined. I made my supper, read, and turned in early. New Harbor had scarcely a ripple. The morrow promised light air with afternoon showers.

I woke at three in the morning. The wind without Block Island was shaking its antlers. *MoonWind* had aroused to practice aerobics. "So much for light air," I grumbled, and rolled over.

This Friday morning I tune in the National Weather Service for my morning dose of amusement. The woman on channel one has changed her mind. "Ten to fifteen knots today but double that tomorrow. Better get home and sit by the fire, lad." For once, I agree with her. By eight o'clock, I've started my motor, hoisted my main, and secured what needs securing. I cast off my mooring pendant and fall off the wind. Within the harbor, the breeze is a mere caress. I turn off my motor and traipse across Great Salt Pond at two to three knots. Outside the harbor, it's blowing about ten knots. I hank on a moderate jib and leave the reef in my main. Soon I'm making five knots.

The wind picks up a trifle and *MoonWind* leans against the waters. The waist-high seas begin to break. I set a course for Wicopessett Pass at the east end of Fishers Island. I'm on a close reach the entire seventeen miles. It takes me three hours. The tide is flowing against me through Wicopessett and I hump my way through to Fishers Island Sound. There I need to run free against the ebb my last few miles. I slog against the chop at about two knots.

The tide sets me against the Connecticut shore. I slowly zag my way west until I can head up into the empty mooring field in West Cove. I heave to and drop my rags and start my motor. By the time I'm secure in my slip, it's two o'clock. I walk to Carson's diner, perch at the counter, and wrap my cold paws around a hot mug of coffee.

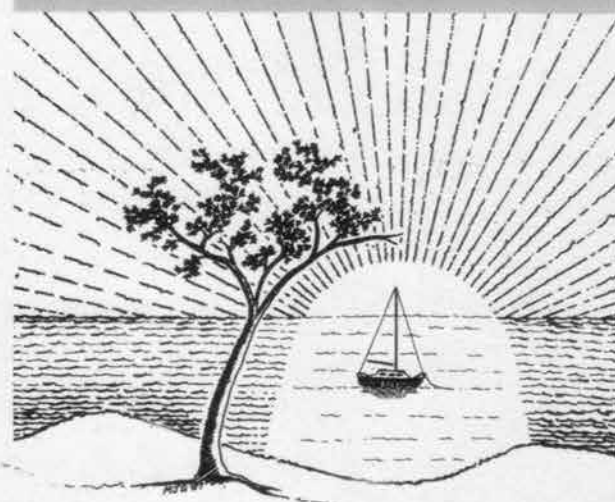
CONSTANT WATERMAN



SAYS,

"CAST OFF!"

The Journals of
**CONSTANT
WATERMAN**



PADDLING, POLING, AND SAILING
FOR THE LOVE OF IT
Matthew Goldman



You write to us about...

Information of Interest...

Vicarious Adventuring on Google Earth

A tip to pass along to those debating the benefits of a smart phone, I love sitting in the "library" with my latest *MAIB* and going vicariously along on all the adventures within on Google Earth. It's astonishing the clarity and features it has.

Rob Eckar, Sheboygan, WI

A Story of Simpler Times

I was recently reminded of a book that told the story of some simpler times. *Second Age*, the story of a fellow's adventure with some friends building a houseboat and floating it down the Mississippi. I don't remember exactly but it could have been from the 1930s. Fascinating detail of the building and then wonderful accounts of the people met along the river. I heartily recommend it. It will make you feel like that boy again!!

Thanks again for being the sharer of all those stories in *MAIB*.

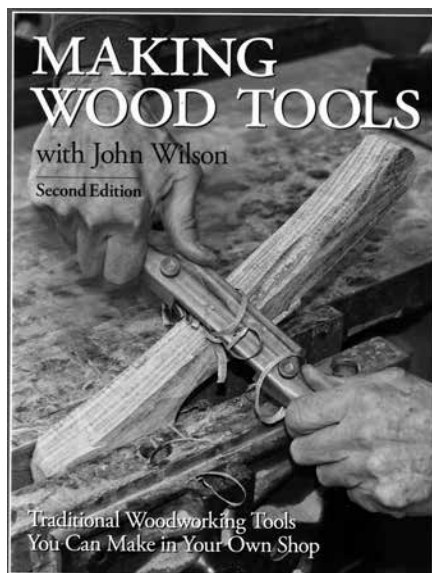
Jim McElvey, Newark, DE



**Baden
Joins CBMM
As Shipwright
Apprentice**

Chris Baden of St Paul, Minnesota, has joined the Chesapeake Bay Maritime Museum as a shipwright apprentice. Baden begins his apprenticeship working on the 1889 sailing log-bottomed bugeye, *Edna E Lockwood*. He recently attended The Landing School's wooden boat building program in Arundel, Maine, where he mastered the fundamentals of constructing both traditional and contemporary wooden boats. Prior to attending The Landing School, Baden spent four and a half years working in information technology for the US Coast Guard. His interest in wooden boats and woodworking developed while growing up around his father's wooden powerboat. Upon completing his one year apprenticeship, Baden plans to pursue a career restoring and building wooden boats, and to return to The Landing School to enroll in its yacht building program.

CBMM's professional shipwright apprentice program provides recent wooden boat building school graduates on the job training through the restoration and maintenance of the largest collection of Chesapeake Bay watercraft in the world. For more information go to the "Working Boatyard" page under the "Visit" tab at www.cbmm.org.



Second Edition Available

My book, *Making Wood Tools*, is now in its Second Edition. We had a nice response to our ad with you for the First Edition in 2012. I am offering a \$10 discount off the \$39.95 price to *MAIB* subscribers.

Also new from my Home Shop Books is Volume 1 of *Shaker Oval Boxes*, priced at \$34.95. Both are now available as eBooks at \$14.95, with a \$5 discount to *MAIB* subscribers. Preview the book online at ShakerOval-Box.com.

Thanks for being there for us.

John Wilson, Home Shop Books, 406 E Broadway Hwy, Charlotte, MI 48813, (517) 543-5325

Information Needed...

Schooner Rigging?

I am involved in a reenactment group that is trying to portray French and Indian War (aka Seven Years War) British sailors. We are based in Indiana. For several years now we have been a crew without a ship. We have been an artillery detachment from the *HMS Kennington* and we have seven cannons and mortars of various sizes.

We have recently acquired a gaff rigged schooner which, as best I can tell, was a Phil Bolger Folding Schooner. We are thinking of making this an 18th century shallow water schooner. Before just scrapping the whole thing into firewood, we want to take a look at what it would take to make it sailworthy again.

I have been tasked with figuring out the rigging. I have the two masts and the lower and upper spars for each boom, all in need of repair. Lots of repair.

We are really a bunch of landlubbers and do not have much knowledge amongst us on how to do this. Any advice from your readers on how we go about all of this would be appreciated? Thank you.

Tracy Oberholtzer, Tracy.Oberholtzer@anthem.com

Opinions...

Appreciation for Volunteers

I just looked around our site here at the Center for Wooden Boats on Seattle's Lake Union and thought, "where would we be without volunteers?" For our first 13 years (1983-1996) three volunteers managed yet more volunteers who they recruited. Vern Velez had about 40 sailing instructors for our Sail Now program. The Livery was run by Horace Ingram with a crew of 30 or so to help keep our boats and facilities in creative and beautiful shape.

Our shoreside pavilion and two floating buildings, one for meetings and one for shop work, were built by students of Seattle Central Community College Carpentry School. The Community College Boatbuilding School built our *Cap'n Pete* tug, *Dewey*, a Woodshole spritsail, *Dora*, a battery powered launch, the garvey *Larry* and the cat ketch Gulf boat *Colleen Wagner*.

Volunteers created their teams to maintain our steamboat *Puffin*, *Dora*, the pedal-powered *Aphasia*, the R Class sloop *Pirate* and the Lightning *Zoom*.

Disadvantaged youth built two Aleut Umiaks. Boatwright Andy Withert finished the half done pilot gig *Dan* and rebuilt a Beetle Cat.

Les Gunther, a CWB boat building grad, invited his fellow students to camp out at his San Juan Island home to restore our H 12 1/2 *Sara*.

Add up the number of volunteers and their hours of solving complex problems. I have seen men, women and kids give us the patience, passion and persistence that we could never have bought. It's great to have so many generous, smart and skillful friends.

Dick Wagner, Founder CWB, Seattle, WA

Projects...



Restored Mullins

We both looked a couple of years ago for your article on the Mullins Pressed Steel Boat Co but could not find it. I have now found it! My interest? I restored one of their boats, here are before and after photos.

Robert Dalley, Lake Junaluska, NC



Next Up...Diablo

My latest project has been a restoration of a 9.5' Skimmer sailing dinghy. Now that it is finished I plan on giving it to a nephew due to his newfound interest in sailing. Next up is a Bolger Diablo build.

Sean Shanahan, Hull, MA



Mermaid

My ability to focus is somewhat shy of that of Mr Toad of *Wind in the Willows*, else I might get more serious work done. As *MAIB* is drifting toward becoming a literary mag, what with poems and all...

Irwin Schuster

This Magazine...

Let's Bend an Elbow...

Let's all bend an elbow to Captain Gnat for the line, "...eschewing Chebacco!" in "...the Ermin Trimmed Stern" in the August issue.

Irwin Schuster, Tampa, FL

Subscription Justified

Your commentary in the August issue could apply to my hobby of steam boating in small boats just as well as it does to the shallow water sailboats.

I really want to recognize Matthew Goldman's piece on a book selling sail to Block Island. That page alone this month justified my subscription to *Messing About*. It may be one of his all time best ramblings.

Kent Lacey, Captain Commanding Steam Launch *Black Eagle*, Old Lyme, CT

Wouldn't It Be Fun

I really enjoy your magazine and look forward to getting it every month! Wouldn't it be fun to cruise up to the Tiki Hut and go out in a homemade boat with Dave Lucas for a burger and a beer!

John McIntyre, Barre, VT

Burning Brain Cells

Thank you for your choice of *Grant's Ghost* as your August cover. I was surprised and proud. I've enjoyed sharing the photos of the model as you've presented them and then watching the brain cells burn as they try to envision it being only 24" actual size!

Rob Eckar, Sheboygan, WI

Putting Old Issues to Work

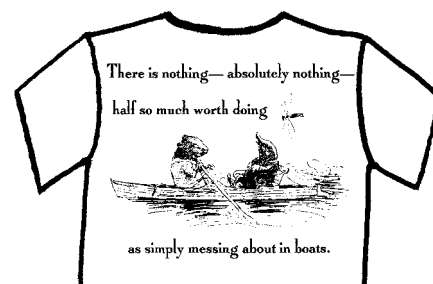
I've got an idea that I think needs to be shared with your readership. It has to do with our hoarded back issues of your wonderful magazine. I've been reading *MAIB* for over 20 years, I reckon, and except for some loan-

ers that never came back and a few blank spots where I neglected my subscription, I've still got most of what you sent me. I go back occasionally and read older issues (particularly the ones that pre date Robb White's death) often stumbling across articles that I missed or that didn't "take" the first time.

But it occurred to me the other day that this is an inherently selfish practice, to have this wonderful treasure collecting dust in boxes scattered around my house. I doubt that I'm the only one who is doing such hoarding and that it is probably a common sin among your members. So I've come up with a way to deal with this hoarding, spread the Love of Messing and possibly get you some additional subscribers, particularly in light of how often I read that so many are opting out because of age or some other affliction that keeps them from being able to enjoy reading *MAIB* anymore. It saddens me greatly every time I see that another devotee has fallen out of the boat.

I turned 65 this year and in the last decade I've spend an inordinate amount of time in doctors' offices waiting my turn to get poked and prodded, stuck and prescribed for. I've spent even more time in the lobbies of these offices reading *Woman's Day* and out-dated *Car and Driver* or *People* magazines. So I've decided to begin re-distributing my old *MAIB*s to those doctors' and dentists' office waiting rooms four or five issues at a time. Maybe this will make someone's time pass in a more pleasant pursuit than learning about the performance of a \$200,000 Bugatti or the lack of performance of Brad Pitt. Unfortunately, as we age we spend more time in these awful waiting rooms and I think *MAIB* would cheer those places up greatly and, as I said, put those old issues to work drumming up new business for you. So I don't leave home without a box of *MAIB*s in back seat and, when I pass by a likely lobby, I drop off a few.

Brad Ansley



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Featuring Ratty's Beloved Quote
from *The Wind in the Willows*

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additional information

www.messingabout.com

The 5th Annual Sail Oklahoma Boating Festival

October 8-11

What happens when you make a lot of friends sailing and building boats and you live on a large lake? In our case we have also made a lot of friends through Duckworks and the internet, so what started out to be a few people camping out in our back yard by the Boat Palace and going sailing for a day or so morphed into a four day event over the Columbus Day weekend, October 8-11. It is still just a group of friends, only we haven't actually met them all yet.



Our back yard (part of it) and the Boat Palace, where we will camp.

Luckily Lake Eufaula, known as the "Gentle Giant," is indeed a giant lake with over 600 miles of shoreline and thousands and thousands of acres of water. With large expanses of water and low surrounding hills, she gets a lot of wind for sailboats but also has deep water so shallow draft is not necessary. All shorelines belong to the Corps of Engineers, who built her, so public access is easy. The Corps also owns thousands of campsites in their many well maintained sites.



Views of lake from launch area.

So we ended up with Sail Oklahoma Lake Eufaula Messabout "Nationals," or SOLEMN sailors, thanks to a contributed idea from one of those friends coming. Sail Oklahoma is definitely a not for profit group, it is just that, a group of our friends made in the boat building and sailing fraternity fostered by Duckworks. If you'd like to join us, primary camping is in our backyard (a large backyard) out around the Boat Palace.



Launch at Hwy 9 North Corps Campground

We plan on a four day food festival of mainly potluck meals out under the trees, on the decks or porches, with at least one foray into historic downtown Eufaula for a private party barbecue meal.

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Photo by John Owens, JO Woodworks



Campsites at the same campground, showing sites are on lake.

One day long sailing excursion is planned to include a picnic, with several days of independent sailing available or shorter half day cruises. For those who like to participate in sailing "games," we are offering some fun activities that mix sailing agility with downright nonsense. For those who like to race, we plan some of that involving "throw down" challenges and other unofficial racing activity.

This is planned to be a permanent event for the future. We, Mike and Jackie Monies, are fortunate to live in the almost exact middle of the US on one of the largest manmade lakes in the country, a lake almost devoid of any sailboats or other boats other than bass boats and pontoon boats. We feel it our patriotic duty to remedy that situation and also have a lot of fun with people who share our enthusiasm. We hope you'll join us for a weekend at the lake at our camp/lake house.

This year's Sail Oklahoma is looking fantastic. We have John Welsford, Richard Woods, Dave Gentry and Jim Michalak confirmed to attend as guest designers and program presenters. We are waiting to hear definitely from Ken Simpson and Michael Storer if they will be able to attend as guest designers, but they have indicated they want to come. There is no such thing as having too many designers or too many boats.

John Welsford will present a one day eight hour hands on class on epoxy and fiberglassing on Wednesday, October 8.

Graham Byrnes of B&B is trying to arrange his schedule to attend as well and do a program on the Core Sound series, using my new CS20 hull and some of our members' CS17s to illustrate. We are hoping Graham will be instructing us on what makes these boats so winning in events like the Everglades Challenge. I plan to sail mine with my friend Dave Gentry in next year's EC 2015 and my partner.

Another interesting boat design we hope to feature in a program presented by Sean Mulligan is his Matt Layden Paradox *Scout*, started by our friend Lezlie Hansen.

New this year is our family boat build-

ing project, a kid's skin on frame kayak, designed and taught by Dave Gentry. It will be ongoing for three days and Dave will coordinate all of this. There is limited class size and kits will be provided by Gentry Boats. Non participants are welcome to follow and view the builds and learn from them. Registered builders will have a finished boat to take home. Paul Breeding will bring his skin on frame Shenandoah Whitehall and Dave will be presenting a program on it as well, www.GentryCustomBoats.com/FBB2.html.

Tom Pamperin will be leading a great forum for us on writing for publication, signing *Jagular* books and doing a reading. Dick (Richard) Herman is trying to arrange his schedule to attend with his new book, *A Boat Called Scamp*. John Welsford and Jim Michalak will have their books and knowledge to contribute to this discussion, along with scores of members who write for magazines.

There will be other programs all weekend. Forums, discussion groups, sailing, safety classes, sail making and just plain fun.

We are again working with Kelly McGuire the singer/songwriter to put on a concert. Kelly does great sailing music.

There will be food, camping, anchoring out at the beach, hanging out, sailing.

Hosts for the Sail Oklahoma Events

Jackie and Mike Monies
Eufaula Lake, Oklahoma
m_monies@yahoo.com

<http://groups.yahoo.com/group/SailOklahoma/>

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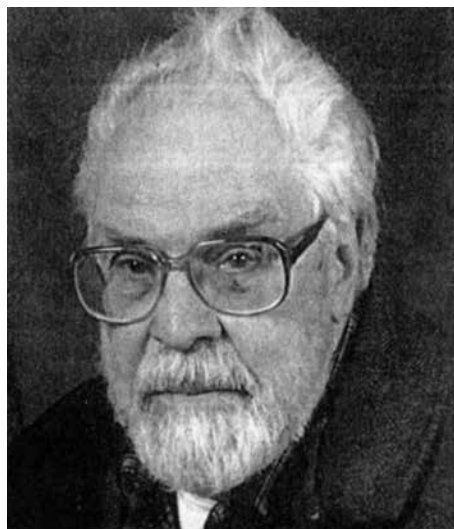
SailRite Enterprises

Phil Thiel Naval Architect

Phil was born in Brooklyn, New York, in 1920 to Philip Thiel and Alma Theone (Meyer). As a boy he visited his father at the Brooklyn shipyards where his father ran a freight forwarding company. Enthralled by the harbour activity of tugboats and freighters, he took a Bachelor of Science in Naval Architecture in 1943 at Webb Institute of Naval Architecture. During the last years of World War II he designed ships in Boston to support the war effort. In 1945 he was awarded a patent for a design based on his Webb final thesis, which was a prototype for container shipping, the "Sectional Ship."

After the war he spent what he considered halcyon days working with sixth generation wooden boat builder Dana Story at the famed Story family shipyard in Essex, Massachusetts, before going on to take a Masters of Science in Naval Architecture at University of Michigan in 1948.

In the mid 1970s Phil revisited his naval architecture roots, designing a series of pedal powered wooden boats, starting with the Dorycycle, progressing through the Skiff-cycle, Aphasia and the Escargot. The latter, with a cabin for sleeping three to four people, was inspired by his enthusiasm for sailing the canals of France for two weeks every year from 1997-2010. These trips became iconic for gathering friends, colleagues and students from all over the world for two weeks of sudden immersion with Admiral Thiel in boat handling, lock navigating and investigations into the built environment and esprit of French village life. His wooden boat designs have been built by enthusiasts from Seattle to Australia to Berlin.



In Memoriam Phil Thiel Naval Architect (And More)

By Bob Hicks

Long time subscriber and contributor Phil Thiel died last May at 93, but we did not learn of this until his renewal notice came back marked "deceased." I dunno why the news never reached us, considering our long term relationship, but it didn't.

Phil first came to our attention in 1986 when he sent along for publication his design for a Dorycycle, a pedal powered boat patterned after a Banks dory, harking back to his earlier New England years. His report was subtitled "10 Miles on a Can of Beans," which, of course, caught my fancy as befitting of this magazine.

Phil was, at that time, in addition to his world of architectural and boat design, involved with the Human Powered Vehicle Association, a group of enthusiasts chiefly involved with using pedal powered vehicles (our legs being our most powerful muscles) for transportation. Phil was attempting to broaden their perspective to include waterborne transport.

Phil followed on with us with his ongoing pedal powered designs using drop in pedal/prop units, Skiffcycle and Sampancycle, a canal cruiser campaboard small boat which soon enough morphed into Escargot, a mini canal cabin boat powered by twin drop in pedal units. Eventually Phil enlarged his canal boat concepts beyond the practical capability of human power, replacing it with inboard Diesel.

Phil was a canal nut judging from the 14 years he spent in later life (1997-2010) cruising the canals of Europe with a selected group of his architect buddies (the "Bannanna Boys") savoring the range of European architecture going back far earlier than the settling of North America. Judging from the photo essays he sent to us every year, these were hardly solemn academic sojourns, they were lighthearted celebrations of a bunch of older guys immersed in exploring the roots of their vocations from the elegant simplicity of a floating hotel canal boat. We published a couple but as they were mostly about architecture and partying with little about boaty stuff so I could not justify carrying on with them year after year. Phil quite understood.

When I learned that Phil had spent a number of years early in his career working for local Essex, Massachusetts, boat builder/historian Dana Story, we made a closer connection for I had come to know Dana well through this magazine. Phil considered those years as being his "halcyon years," for Dana was the epitome of the old time boat building credo, a wonderful mentor for the young visionary. I was not messing about in boats at that time (Phil was ten years earlier than me) so I never met him.

To the left of my remarks is Phil's obituary, and to the right are some heartfelt remarks made by the Center for Wooden Boats Founder Dick Wagner at a July memorial service held for Phil at the CWB.

On the following pages are several selected articles of Phil's we published by way of paying tribute to his genius and lightheartedness. His own words about his own creations speak best for the man.

Philip Thiel Architect of Land and Sea

Remarks by Founder Dick Wagner at Memorial Gathering for Phil Thiel at the Center for Wooden Boats, August 17

Phil believed and taught design through environment. Examples include "The Serendipitous Snail," the barge cruises in the canals of France. He hijacked his students and friends to experience a new world of art and architecture.

The barges of France encouraged Phil to design mini, human powered barges and skiffs that attracted sales of their plans worldwide. Think of Dory Cycle, Escargot, San Pram and Aphasia.

To get a little more size and comfort, Phil came up with a series of outboard motor powered barge cruisers; L'Ark, Bus Boat, Inlander, Friend Ship and Little Dumpling. Some of his sailing designs that would be lightweight, cheap, cartopable and buildable include; Sweet and Simple, San Pram and Pussy Catboat. They didn't need shrouds or stays.

Phil's brain never stopped. He also designed wooden propellers and 2"x4" ship models, a steam tug and a diesel trawler.

Onshore, Phil successfully urged to have a one ton, full size tug propeller on display in Northlake Park. Phil, the Admiral, addresses his crew about urban development. He wrote about the right way to develop a large public space in the heart of the U. District, "For once in a lifetime let's not sell vision in the land of the blind."



Here is his philosophy in a 1996 essay titled "Our World of Wood and Water:"

"With our bodies mostly water, in an earthly environment much the same, it's no wonder that we have a thing about ships and boats. Although ships are the largest moving objects we make, in learning seamanship through small boat handling we can all exalt our spirit in commanding nature by obeying her: in the sense that the wind and the wave are always on the side of the ablest navigator.

"And ever since we dropped out of a tree (the original Fall from Grace) we also have a thing about wood. Born into a cradle and buried in a box, we are cosseted and contained by this renewable resource that shelters and sustains us in a multitude of ways. Here too, we succeed by virtue of our craft in working this humble material, with its asymmetrical structure; its living response to moisture; its differential strength and spring, and its beguiling figures, subtle grains and luscious colors.

"Because of all this, the building and using of a wooden boat becomes a natural sacrament honoring our special indebtedness to the nature of our bodies, our environment and to our material endowment."



Pedal Powered Screw Propulsion

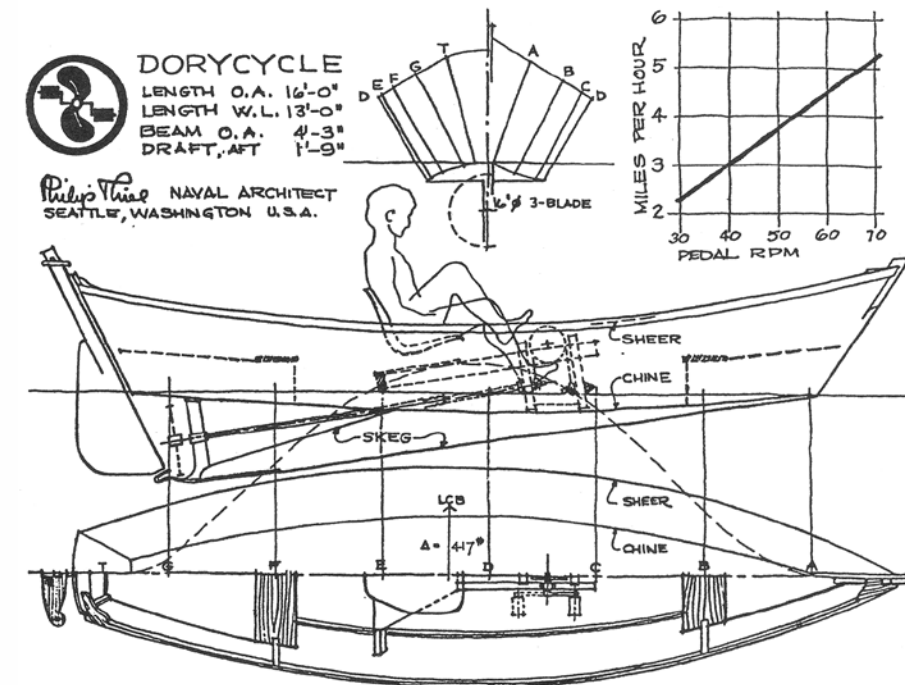
By Philip Thiel

To live near the water and to not have a boat is probably against a law of Nature, as well as being obviously masochistic. But what does one do if one does not care to cope with the whims of the wind, nor suffer the noise and odors of a polluting fossil-power plant? "The winds and the waves are always on the side of the ablest navigators," hints Edward Gibbon; neatly summarizing the art of navigation in terms of Francis Bacon's "mastery of Nature through obedience".

To update these 17th and 18th century aphorisms we might formulate another, appropriate to our own age of environmental concern: "Next to sail and solar power, human power is the most ecologically benign." But with sail-power so spasmodic, and solar panels so expensive, we are left with just our bodily resources. Paddles and oars of course have been used to move us on the face of the waters since the beginning of time, and have much to recommend them for simplicity and economy. But paddling is tiring, and rowing is backwards, so what are our options?

Pedal power, naturally! Why not sit comfortably facing forward, and, with one's hands free for more interesting things, use one's more powerful leg muscles as the means for maritime locomotion. Not for walking on water, of course, but just as the invention of the wheel made things go easier on land (at the cost of some slight complication) so also does the marine paddle-wheel or screw propeller provide an effective conversion of pedal torque into propulsive thrust on the water.

If shallow water is not the case, the weight and windage of paddle-wheels then leaves the propeller as the answer to our prayer. Now, if speed's your game then high-tech's the name, and the air propeller and hydrofoils are the way to go. But, if once afloat you are "there", then the submerged screw is the one for you.



10 Miles on a Can of Beans

To live in the Pacific Northwest and not have a boat is against law of nature, if not immoral. But what does one do if one does not care to cope with the whims of the wind, nor suffer the noise and tink of a motor? Use one's human power, obviously - the original and most personal means of movement on the face of the waters.

But paddling is tiring, and rowing is backwards, so what is left? Pedal power, of course! Why not sit comfortably, face forward, use one's more powerful leg muscles, and have one's hands free for more interesting things? And just as the invention of the wheel made things go more smoothly on land, at the cost of some slight complication, so also does the marine propeller provide an efficient conversion of torque into thrust in the water.

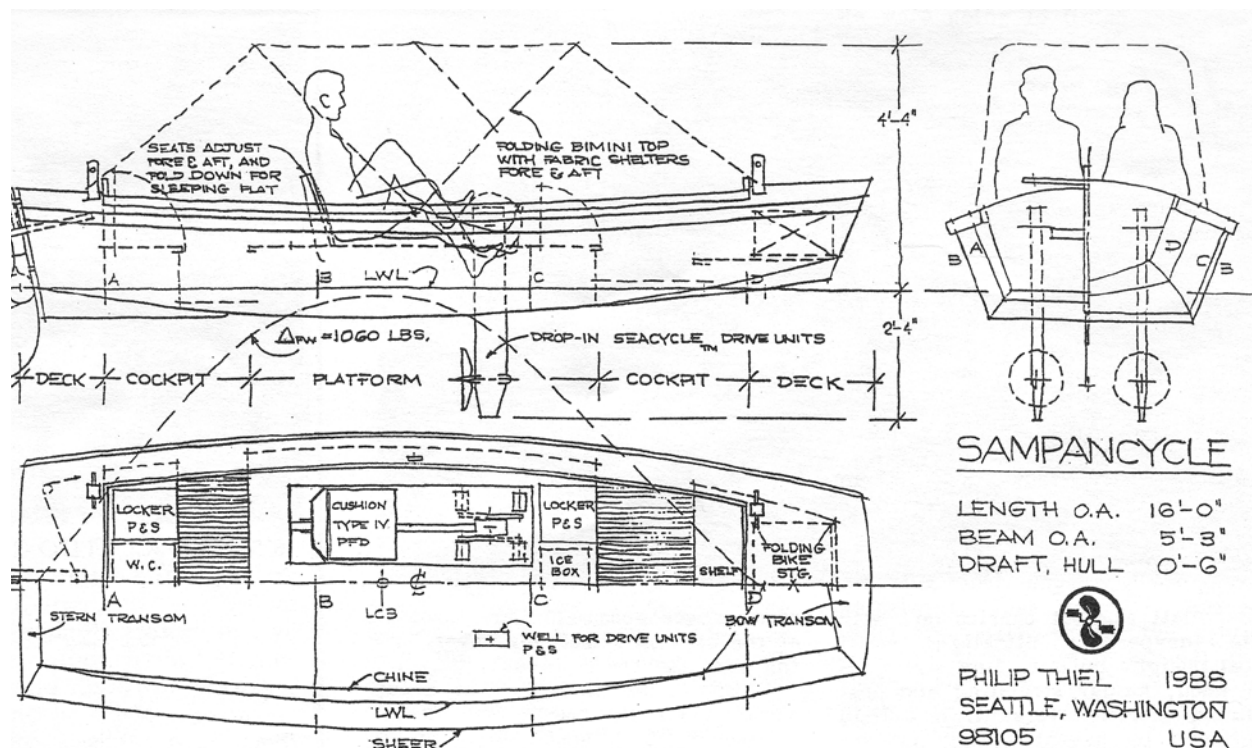
So much for propulsion. What about flotation? There are many options here. Since speed is not the name of MY game (once I am out on the water, I am already "there") a New England background suggested

en in deep-sea work-boat service.

Thus the DORYCYCLE. Sixteen feet overall (13 feet on the water-line) built of fir plywood and oak, it weighs about 300 pounds. The challenge was to see what could be done with the sustained power available to an "ordinary untrained bicyclist", estimated to be 0.20 hp at 50 pedal rpm. Using the simplest possible components (off-the-shelf V-belt and pulleys) and a home-made propeller fabricated of epoxied laminations of marine plywood, the DORYCYCLE will make 3.8 miles per hour all day long.

A cutaway skeg protects the propeller, provides both directional stability and lateral plane, and permits good maneuverability. The DORYCYCLE handles beautifully, is very responsive, and is a perfect delight to use.

Philip Thiel, naval architect, may be reached at 4720 7th Ave. NE, Seattle, Washington 98105. He does not sell plans nor is he marketing anything. He IS promoting the idea of pedal power in recreational boating and will advise any-



PEDAL-POWERED SCREW-PROPELLED CANAL-CRUIISING CAMPER

Sampancycle

Naval architect Phil Thiel of Seattle, WA, is an advocate of pedal powered boats, and has developed and built a "Dorycycle" and a "Sharpcycle". Now, contemplating his retirement dream, he's come up with the "Sampancycle". Read on.

"As a professional, my ideal boat is always the NEXT one I design. At the present point in my life, I am looking forward toward retirement and an adventure in exploring the back country canals of Europe, where the ruling draft is less than two meters (6 feet) and the speed limit is 6 km/hr (3.6 mph), camping aboard a pedal-powered, screw propelled two person canal cruiser.

Having designed and built two such powered boats, the "Dorycycle" and the "Sharpcycle", I am enchanted by the pleasure of cycling

on water, with its independent sure control and freedom from noise, vibration and odor. Thus my ideal boat is intended for easy construction at low cost by reasonably competent lay persons, perhaps even at some canal-side site on the continent, maybe by a group of like-minded people who would enjoy sharing a spring of boat construction and a summer of cruising the European canals as part of a small flotilla.

Here are my preliminary specifications: A shapely but essentially flat bottomed, square ended, hull with dimensions about sixteen feet by five feet, to be built of exterior grade plywood with softwood framing. A six foot, six inch navigating platform amidships, sheltered by a Bimini top, would serve as a place for spreading sleeping

bags at night. Aft would be a cockpit and storage for a W.C. and for dressing, and forward a similar space for cooking, with an icebox and spirit stove. Both areas would be encloseable with removeable fabric shelters. Also forward would be space for a folding bicycle, essential for procuring fresh bread, wine, fruit and cheese from the nearest village. An outboard swing-up rudder would be controlled by a tiller and lines to the amidships operating position, and propulsion would be provided by two side by side retractable drop-in Seacycle drive units in wells built into the hull.

So, anyone for camping in such a pedal powered, screw propelled canal cruiser?"

Phil Thiel can be reached at 4720 7th Ave. N., Seattle, WA 98105.

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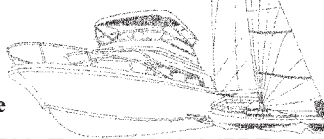
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A PROGRESS REPORT ON THE PENICHETTE PROTOTYPE

My lifelong fascination with ships and water has a special focus on inland waterways, where land and water inter-relate, with a specific reference to the French canals. With a ruling depth of less than two meters and a speed limit of six kilo-meters per hour the smaller canals there are ideally suited for low-power slow-speed cruising. Thus I am possessed of a fantasy that involves building a small pedal-powered, screw-propelled wooden boat, at some French canal-side location, for a subsequent summer of cruising in leisurely exploration and sketching in that fluevial environment.

I propose this special combination of quiet, aerobic human power with modest live-aboard facilities to purposely fill the gap between canoes or kayaks and motor-driven cabin cruisers. And personal visits to four French canals have confirmed the feasibility of this concept of a mini canal-barge, or "penichette". Fantasy has recently edged into partial reality with the design and construction in Seattle Of ESCARGOT, a prototype for this purpose.

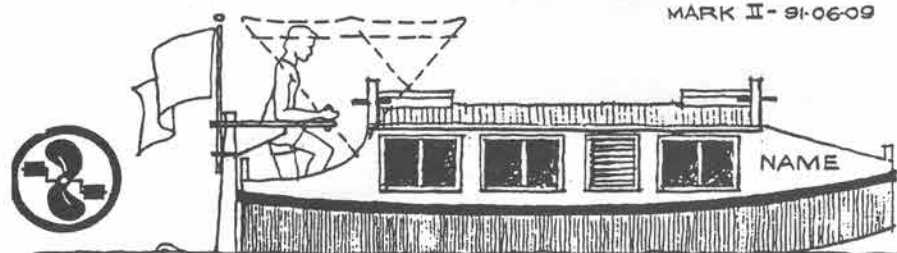
It has a simple, essentially flat-bottomed square-ended hull, with dimensions seventeen feet six inches by six feet wide, built of exterior-grade plywood and soft-wood framing. Accommodated under four-foot sitting head-room are two berths forward, with an access-hatch over; followed by toilet and hanging space and then a "salon" with table-seating and food preparation counter. Aft of this is an open cockpit sheltered with a folding Bimini top. An outboard swing-up rudder is controlled by tiller from either of the two side-by-side pedaling positions, and propulsion is provided by two swing-up Seacycle drive units in wells built into the hull and transom.

With construction completed, trials were in order. Based at Seattle's Center for Wooden Boats on Lake Union, this open expanse of water taught the first lesson; high freeboard plus shallow draft plus low power (1/5 hp per drive unit) equals poor control in any sort of breeze. Thus a bracket for a small outboard motor was added, and with a two-hp unit, maneuvering became more predictable.

Next came a test for livability. The Sammamish river, our local equivalent of a French canal, connects the north ends of Lake Sammamish and Lake Washington, and is accessible at Renmore on Lake Washington, about 13 statute miles by water from the Center for Wooden Boats.

This distance we ran in fair weather with a light wind, under power. With stops for refueling, lunch, and weed-checks, our net running time was 3.3 hours, at about four miles per hour. We moored overnight at the Harbor Village marina in Kenmore, and the next morning, after some trouble in locating the entrance to the Sammamish went upstream thereon to Blyth Community Park for a photo session with photographer Marty Loken. After that it was upwards and onwards to the junction with Bear Creek, where we found a sand bar had narrowed the channel to about eight feet of

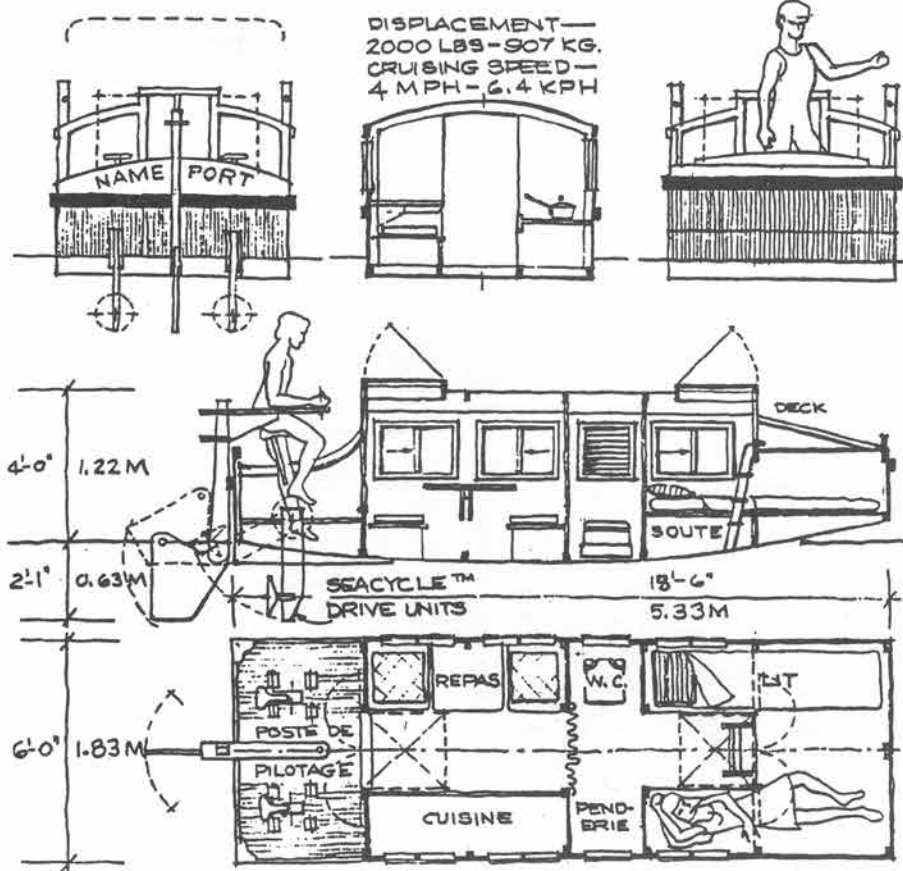
MARK II - 91-06-09



"ESCARGOT" - CANAL CRUISER
PEDAL-POWERED • SCREW-PROPELLED PENICHETTE

PHILIP THIEL • NAVAL ARCHITECT

SEATTLE, WN. 98105 U.S.A.



swiftly-flowing water. Full power and some adroit poling brought us through, and we resumed leisurely travel for about another three miles until we encountered low water and high weeds, which made further travel pointless.

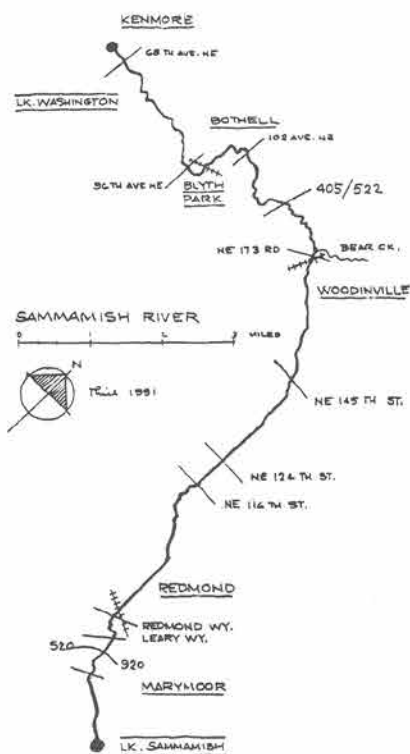
Turning about, we partially retraced our route, and spent a quiet evening alongside the bulkhead of a friendly riverside resident. The next morning we revisited some favorite stretches of the river, and then reluctantly returned to Kenmore for a checkout at the marina, and then proceeded back down Lake Washington to the Center for Wooden Boats.

From this experience we found that ES-CARGOT was quite maneuverable in the assumed canal conditions of calm water, and that a two-hp outboard motor made the transit of open water possible. As for living arrangements it appeared that a one-foot increase in the length of the boat would allow for the accommodation of two additional persons by providing full-size berthing space in the salon. Storage for sleeping bags, clothing, food and cooking equipment seemed adequate; given prudence and good management. And a bicycle was conveniently carried in a rack over the bow. As for operations, with one or two persons pedaling, and one forward for bow lookout, the others could cook, sleep, watch, or dream; as they pleased by turn. Next?—Finding a French connection, and adequate funding!

Philip Thiel, naval architect, 4720 7th Avenue NE, Seattle Washington 98105 USA

At Right: Afloat on the Sammamish River, Seattle's local equivalent to a French canal.

Below: Chart of the cruise.



The following notes describe a method for constructing a propeller of epoxied laminations of marine-grade plywood, suitable for the low power and rpm of human-powered watercraft, and within the capabilities of one competent in elementary geometry and basic woodworking. We will illustrate the procedure as applied to the making of a three-bladed "right-hand" propeller, one which rotates clockwise in driving the boat ahead when viewed from behind the boat, with a 16" (400mm) diameter and a 24" (610mm) pitch, based on the Troost B3.35 model of 0.35 developed-area ratio to absorb 1/5hp (150 watts) at 240rpm and produce about 13lb (58 N) of thrust in open water at 4.2 knots (2.2 m/s) with 80% efficiency (**Note 1**). The same procedure, of course, may be used for the construction of propellers of similar characteristics and other dimensions.

As is the case with most propellers, we will use a helicoidal surface for the "face", or after side, of the propeller blade. This helicoidal surface is generated when a straight line (the "element") revolves with uniform speed about an axis through one of its ends and at the same time moves with uniform speed parallel to itself along the axis. Any point on the straight line then generates a curve in space called a helix, which lies on the surface of a co-axial right circular cylinder. This distance along the element between the axis and the given point is the radius, r , and the distance this point moves parallel to the axis during one revolution (360 degrees) is the pitch, H . The successive positions of the element constitute the helicoidal surface.

If we unwrap one of these co-axial right circular cylinders and lay it out flat, the helix it contains will appear as the hypotenuse of a right triangle whose base is the circumference C of that cylinder ($C=2\pi r$) and whose altitude is the pitch H . The angle between the hypotenuse and the base is the pitch angle x , whose tangent is $H/(2\pi r)$.

Assuming a maximum blade width of 4" (102mm) at a radius of 5" (127mm) (**Note 2**), a 2-1/2" (63.5mm) diameter hub, blade thickness of 3/8" (9.5mm), 5/8" (16mm), and 3/4" (18mm) at tip, maximum width, and hub, respectively, and 1/2" (12.7mm) plywood, we

How to Make A Wooden Propeller

By Philip Thiel



Laminated plywood propeller, 16" diameter x 24" pitch.

can start to determine the pattern for the blade laminations as follows.

First, calculate the pitch angles at the radii of the hub, of the point of maximum blade width, and of the blade tip. These are:

$$\begin{aligned}\tan x (\text{hub}) &= 24/(2\pi \cdot 2.5) = 3.0564 \times \\ (\text{hub}) &= 72^\circ \\ \tan x (\text{max}) &= 24/(2\pi \cdot 5) = 0.7641 \times \\ &= 37.5^\circ \\ \tan x (\text{tip}) &= 24/(2\pi \cdot 8) = 0.4776 \times (\text{tip}) = \\ &= 25.5^\circ\end{aligned}$$

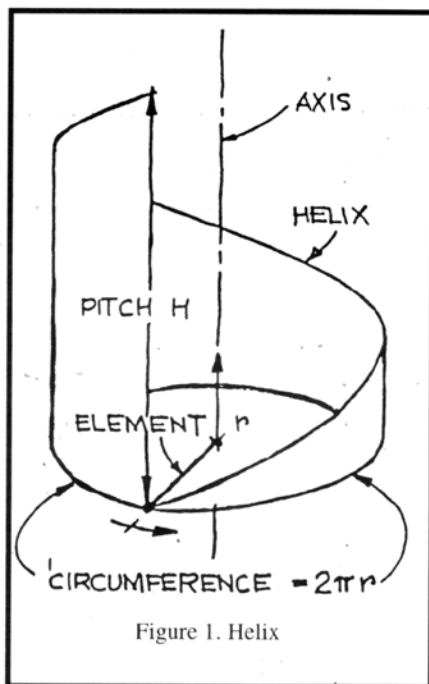


Figure 1. Helix

Next, draw a series of seven straight horizontal lines 20" (500mm) long on a sheet of drawing paper, exactly 1/2" (12.7mm) apart. About 2" (50mm) from the left on the bottom line locate three points about 5" (130mm) apart. These points represent the straight-line element which will be the trailing (after) edge of the propeller blade. At the left element-point, draw a line at the hub pitch angle of 72degrees; at the center point draw a line at the maximum blade-width radius pitch angle of 37.5degrees; and at the right draw a line at the tip pitch angle of 25.5degrees. These inclined lines are the hypotenuses representing the blade face at each radius.

Above and to the left of the hypotenuse for the pitch angle at maximum blade-width, lay out maximum blade width of 4" (102mm), and the blade thickness of 5/8" (15mm), as shown in the figure. The enclosing rectangle will then determine the required number and required width of the plywood laminations on each side of the trailing-edge element at this radius. A similar procedure, for the same number of laminations and specified blade thicknesses, is followed at the hub and tip to determine the plywood dimensions on each side of the element at those radii.

We are now ready to make the pattern for the blade laminations. On a sheet of tough, thin cardboard, draw three concentric circles at the hub radius of 1-1/4" (31.75mm), maximum blade-width radius of 5" (127mm), and tip radius of 8" (203mm). Then draw three radii at 120degrees, which will be the trailing edge elements of the propeller blades.

Taking each radius in turn, lay out the lamination widths we have just found, at the appropriate radial distances from the center, along the arcs. To be precise, these distances should be laid out along the arcs, but measuring them as chord dimensions here will provide a little extra margin for the plywood. Connect these points with smooth, fair lines, and we then have the pattern for the laminations. Carefully cut this out of the cardboard, "saving the line", and check for interblade uniformity by tracing each blade pattern one on top of the other on a piece of paper to see if they coincide.

Use this pattern to lay out the required number of laminations on a sheet of 1/2" (12.7mm) marine-grade plywood ("marine" because this grade is less likely to have internal voids than in common plywood). Be sure to carefully locate the center point in each case. The patterns can be interfingered on the sheet to minimize waste. Use a sabre or band saw to carefully cut out the laminations, again saving the line, and then carefully drill each for a 3/4" (19mm) diameter propeller shaft.

The next step is to make the assembly platform, exactly 16" (406.4mm) square. The same 1/2" (12.7mm) plywood may be used, solidly mounted on a 1-1/2" (38mm) thick frame on the underside, and with a block 1-1/2" (38mm) thick by 4" (100mm) square underneath in the center. This should be drilled carefully for a 3/4" (19mm) dowel, perpendicular to the platform and extending 6" (150mm) above it. Taking each lamination in turn, place it over the dowel on the platform and, using its outer edge as a guide, sand off the tip of each blade to a uniform 8" (203mm) radius.

Before we assemble the laminations we must prepare three jigs to insure their proper positioning while being epoxied together.

This May Be Heavy Going.

There's more to propellers than meets the eye. Long time pedal power proponent Phil Thiel published this article in *Human Power, the Technical Journal of the Human Power Vehicle Association* (for which group he was for many years the waterborne vehicle chairman) in their Winter 1990/91 issue, Volume 8 Number 4.

With winter coming on, I thought perhaps this might catch the attention of any readers who find pedal power intriguing, and who are able to comprehend the mathematics involved, as a unique shop project. I'd be interested in hearing from any of you who do seize upon it as a challenge. (Editor)

If the HPVA sounds interesting to you, it can be reached at P.O. Box 1307, San Luis Obispo, CA 93406-1307, (805) 545-9003, <hp@ihpwa.org>

These jigs are made of thin, stiff cardboard (manila file folders will do). Each consists of a strip of width of the same number of 1/2" (12.7mm) laminations as the propeller itself, and cut to a step-like profile identical with that of the lamination-blanks at the blade tips.

The next step is to make a trial assembly of the laminations on the platform. Position the helicoidal-surface up on the dowel, with each blade having the trailing-edge element at the left, and the laminations rotated clockwise from the top down to the platform in accordance with the tip-jig used as a guide on the outer surface of their tips.

When all is in order, remove them from the platform, rub the dowel thoroughly with some wax and cover the platform with a sheet of waxed paper cut to fit over the dowel. Now start the epoxied assembly, being sure each successive surface is completely and uniformly coated, and carefully positioned with the aid of the jigs pinned around the outer surface. Place the same amount of weights uniformly over each blade-stack while curing.

A wood rasp is the best tool for the initial removal of the corners of the laminations down to the helicoidal surface of the face of the blades, followed by progressively finer wood files. In doing this, note that all the plywood laminations should be kept as straight radial lines. Do not deal with the other side of the blades at this time. With the helicoidal face of the blades thus roughed out, we can now turn our attention to the outline shape of the blades themselves.

To make a pattern for the blade profile, we will fit a piece of thin, tough cardboard to the present fan-shaped surface of the blade face. Since the helicoidal blade surface is three-dimensional and the cardboard is two-dimensional, it will not lie flat, but the difference is not too great and the approximation is reasonable.

Align a straight edge of the cardboard with the radial line of the trailing edge, and by cut and-try, fit the inner edge of the cardboard as close as possible to the curve where the blade surface meets the hub cylinder. (Note that the length of this line equals the length of the hypotenuse at $x(\text{hub}) = 72^\circ$: In our case, 3-1/8" (79.4mm). When this is done, lay the cardboard flat and spot a series of points about 1/2" (12.7mm) apart along this line. Using them as centers, and a compass setting of 3-3/4" (95.25mm), the radius at maximum blade curvature, 5"; minus hub radius, 1-1/4",

draw a series of arcs on the pattern. A smooth curve across their tops will be the intersection of the cylinder of 5" (127 mm) radius with the helicoidal surface.

We must next lay off the required blade-width along this line. To do this take a strip of paper and layout the required blade width of 4" (102mm) along one edge. Then place this edge outside, on the convex side of the above curve, with one endpoint at the straight trailing edge and tangent to the curve and, in essence, "roll" this edge along the curve. This is done by using a sharp pencil-point pressed close to the edge of the strip as a pivot, and rotating the strip just a bit to a new point of tangency along the curve. Holding the strip in this new position, the pencil point is shifted a bit further along the strip, and the strip again rotated to a new point of tangency. This process is called "ticking off" the length along the curve, and obviously the closer together the successive pivot points, the more accurate the transfer of the dimension.

Turning our attention next to the tip of the blade, draw in a circle of 1-1/4" (31.75mm) diameter tangent to the straight-line trailing edge and tangent to a line perpendicular to it at its end. A fair curve drawn through the end of the hub intersection, the point of maximum blade width, and tangent to the last-mentioned circle will be the profile of the leading edge of the blade. This pattern is then cut out and used to trace the outline on each blade, being careful to keep the straight edge in line with the trailing edge, and the hub cut-out snug against the hub. Use a coping saw to trim the wood to this profile.

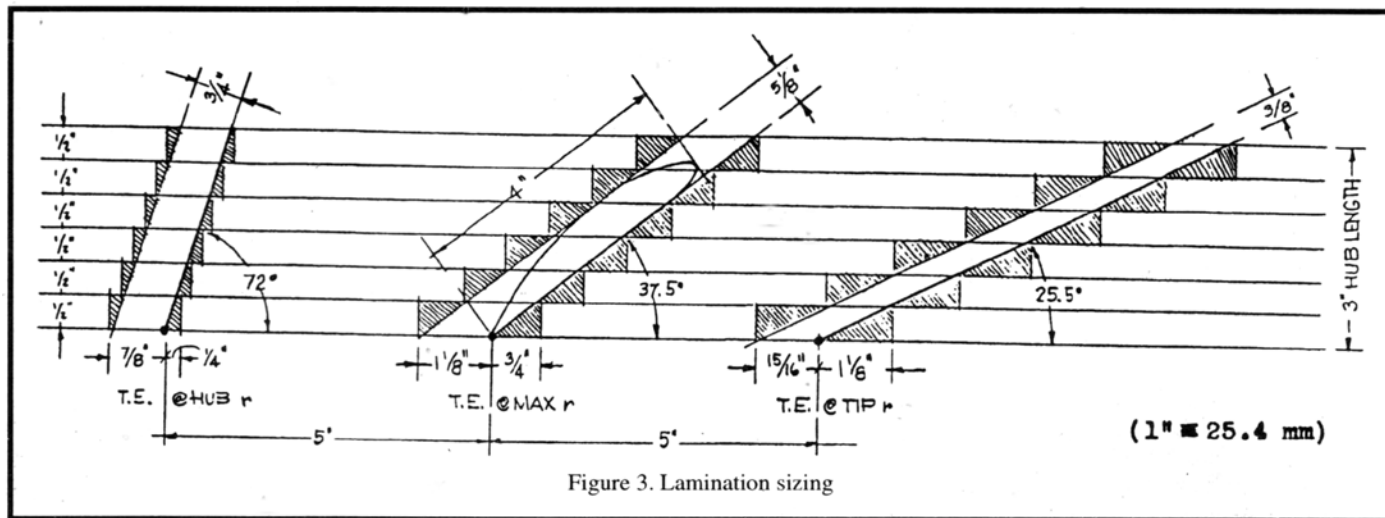
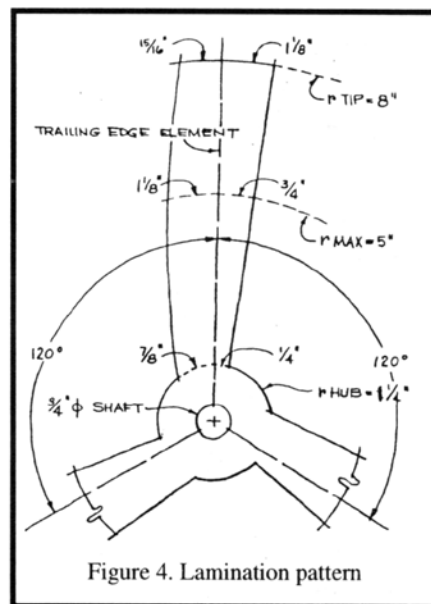
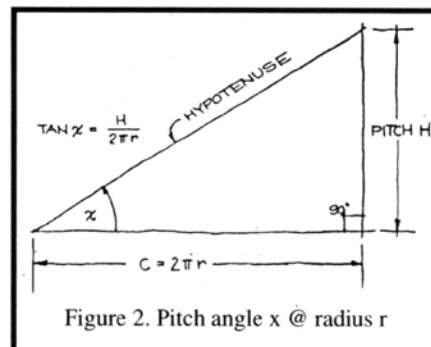
At this point, we can turn the propeller over and rasp off just the corners of the laminations on the back surface of the blades. Before we can proceed with the final shaping of the blade sections, we need to make one more template, that of the blade-section at maximum blade width.

This will be an airfoil shape, whose heights ("ordinates") above the straight line face of the blade, at ten equally-spaced stations along the blade width or "chord", are shown first as percentages of the maximum blade thickness at this radius (in our case, 5/8" (16mm) and 5" (127mm), respectively, for a chord length of 4" (162 mm), and then as inches for our example.

Thus, the next task is to carefully lay out this blade-section profile on a sheet of tough, thin cardboard and cut it to shape. The card-

board is then trimmed to the form shown in the figure and mounted perpendicularly around the edge of a 10" (254mm) diameter disk of 1/2" (12.7mm) plywood, which fits over the 3/4" (19mm) dowel on the assembly platform.

With the propeller helicoidal surface face down on the platform, use this jig to check your profiling of the back of each blade at the 5" (127mm) radius. When this is done, rasp and file off the rest of the blade surfaces, using the radial lines of the plywood laminations as guides to produce a smooth, fair surface based on this key section. The tip of the blades



should be trimmed to about a 1/8" (3mm) radius. The final step is to form the curved part of the blade face at the leading edge, and then the surface of the entire propeller is smoothed off with progressively finer grades of sandpaper.

The last step is to paint the propeller with two coats of epoxy, sanding after each to end

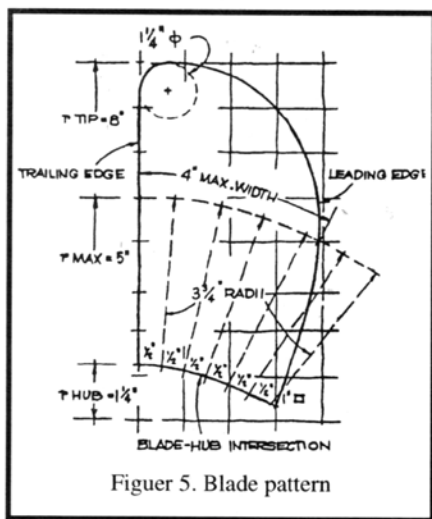


Figure 5. Blade pattern

with a very smooth finish. Be sure to epoxy the inside of the bore for the propeller shaft, too. The propeller can be secured to the propeller shaft by means of a roll pin through the hub and shaft. If desired, a tail-cone of laminated plywood can be epoxied behind the hub.

If the propeller becomes damaged in use, it may be easily repaired by cutting out the affected area to reach sound material, and filling in the void to the original profile and contour with a stiff paste of epoxy and fine sawdust. A subsequent filing and sanding to the original form completes the repair.

Notes:

1. According to DeLong, an "average" person can sustain an output of about 0.225 hp (170 watts) over a one-hour period, with near maximum efficiency at a pedal speed of 60 rpm. Assuming a mechanical efficiency of 0.9 and a gear ratio of 1:4, this results in 0.2 hp (150 watts) and 240 rpm at the propeller. The Troost B3.35 model is a high-efficiency pattern with good acceleration characteristics, suitable for an all-weather cruising boat. As embodied here it differs from the original with the elimination of the 15-degrees-aft blade rake, and a slightly thicker blade section.

See: Fred DeLong, *DeLong's Guide to Bicycles & Bicycling*, Radnor, PA: Chilton Book Co., 1978; and L. Troost, "Open Water Test Series with Modern Propeller Forms", Newcastle, GB: *Transactions of the North-East Coast Institution of Naval architects, 1950-51*.

For an accessible introduction to the details of empirical propeller design, see Dave Gerr, *Propeller Handbook*, Camden, ME, USA: International Marine Publishing Co., 1989.

2. To give a developed-area ratio of 0.35. The developed-area ratio (DAR) is the true area of the blade (not the projected area) times the number of blades; divided by the disc area of the propeller, or πR^2 where R is the radius of the propeller.

Philip Thiel, 4720 7th Ave., NE, Seattle, WA 98105.

(Philip Thiel has taught naval architecture at M.I.T. and architecture at Berkeley and at the University of Washington in Seattle. His interest is in facilitating do-it-yourself construction of pedal-powered cruising craft. In future articles Phil will present several of his pedal powered designs).

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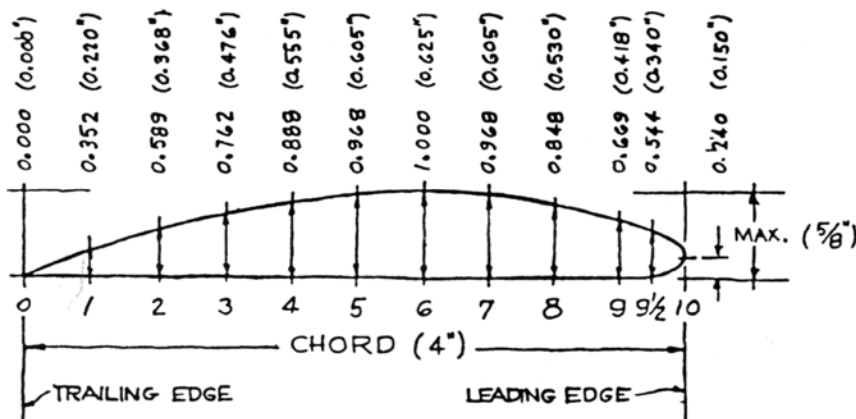


Figure 6. Blade section @ max. width

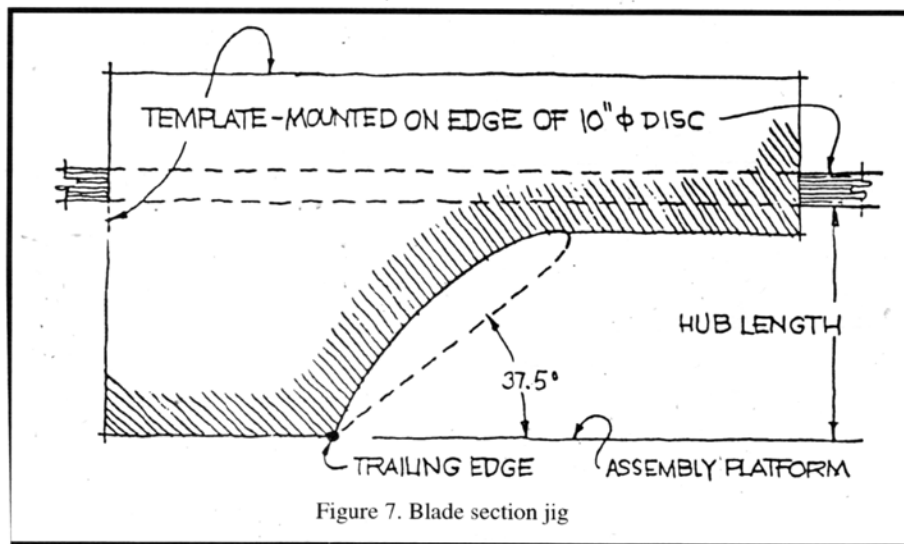


Figure 7. Blade section jig

RAID Finland 2014

By Norm Wolfe
Reprinted from *The Shallow Water Sailor*



Tom, Norm and Andres.

RAID Finland 2014 was held July 6-13, 2014. We began and ended in Dalsbruk (the Swedish name of the town in this Swedish speaking coastal of Finland) where John Zohlen and I also began 2005 RAID Finland. There was NO rain this time.

There were seven boats plus the safety boat, which also carried our baggage. There were 19 participants from seven countries; Australia, Estonia, Germany, Russia, Sweden, Switzerland, UK and US. Peter Lord, an Australian who worked many years in the US and now is retired and living in Sweden with his Swedish wife, was the primary organizer, assisted by Seppo Narinen, a Finnish sailor well known to Ed and Mary McGuire.

My crew was my good friend from Estonia and the one who arranged for the building of my boat, Andres Krigul. His son Ott (my godson) joined us for the four days in Skatafe, which he could reach by car. Tom Hart, an experienced small boat sailor from Portsmouth, England, was the other crew. Since neither Andres nor Ott are sailors, Toni's sailing and teaching ability was invaluable in easing my burden as captain and making my week a real JOY.

We had wind each day, but no rain. We only needed one reef a few times. On Sunday we launched in Dalsbruk and sailed

The fastest boat, a traditional Finnish Hanko-jolle built in 2002 in Finland for Yves, who lives in Switzerland.



Lunch stop.

about eight miles to Biskopso, which is the same first destination as in the 2005 raid. I stayed at the same "hotel" and even in the same room as 2005, but this time the hotel is under different management and there were a lot fewer people.

On Monday we daysailed in a big circle to three destinations, then back to Biskopso, planning the day to take best advantage of the wind. We sailed for about 90 minutes for each leg, first stopping to see and buy pickled fish, next to see a small scale vegetable and flower garden catering to the island residents and finally to see an amateur glass blower and buy some refreshments.

On Tuesday we sailed for about 13 miles east to Skatafe at the end of a peninsula. Although we left a little later than other boats, in true SWS fashion my boat avoided about six miles (over the bottom) of tacking by lowering the flagpole mast and rowing 1.5 miles against the wind through a very narrow passage, twice touching both sides of the passage with the oars. When we emerged and set sail we found ourselves on a close reach at the front of the pack.

We stayed four nights in Skatafe and daysailed each day to a different destination, again taking best advantage of winds and conditions. On Saturday we returned to Biskopso for the final night and so our return to the launch ramp in Dalsbruk would

not be very long. It turned out not to be necessary since our course on Saturday was a broad reach all day before east winds, but the prevailing summer winds are usually from the southwest so the east wind was an unexpected help.

On Sunday we hitched the boat and trailer again to Andres's car and towed it most of the way to Helsinki, stopping for the night at the summer home of Jarmo and Kielo Makela where we enjoyed a sauna, beer, swimming in fresh water and a good rest. In the morning Jarmo prepared a delicious omelet for us before we departed for our trip back to Tallinn. Tom took the tram from the Helsinki west harbor to the central train station and then by bus to the airport.



Gotland Snipa.

Andres and Tom rowing.





Entrance to the sheltered ponds is at center right, dodging rocks. Notice the calm water beneath the boat compared to the surf and whitecaps on the lake.

As planned, we met Ted Tobey at the launch ramp at Rockwood, Maine, on the west shore of Moosehead Lake. The lake is about 30 miles long, 12 miles wide, or sometimes two miles wide, and has enough gunk-holes, islands, brooks and rivers to keep a shallow water sailor busy for many years. Rockwood is halfway up the lake, on the west side. It's just a post office. The excellent ramp is for the folks who want to take the pontoon shuttle to the golf course across the lake at the foot of Mt Kineo.

We slept in the parking lot the Thursday night of our arrival, launched and set off on Friday morning. It was a late start because we take a lot of time to set right all the lines that get tangled from lowering the mast and bundling the sail. Finally we were on our way, headed ESE across the lake to Ronco

A Cruise on Moosehead Lake, Maine

By Sandy Lommell

Reprinted from *The Shallow Water Sailor*

Brook, about six miles from the ramp. We had been there several times before and knew we wanted to start our trip there. We snuggled into a protected area and immediately felt like we were home. No signs of civilization; no powerboats visible, no power lines, no houses, nothing but lake, loons, eagles and mountains. We call it Paradise!

Saturday was beautiful, sun and a lot of

wind. We were delighted to stay the day where we were, celebrating that we were finally back at Ronco. The configuration of this place is very unusual. Ronco Brook empties into the lake in an interesting manner. Since the shore is frequently a lee shore, there is a lot of wave action on the rocks. A long beach of pebbles has formed on the shore. The brook comes into the lake at the west end of the beach. A glorious set of shallow ponds have formed between the beach and the land. By navigating the opening and moving up the brook only a 100' or so our boats snuggled into the backside of the pebble beach in the completely protected waters of the little ponds.

We had no idea how extensive the ponds were until Ted motored us around Saturday going through one nearly obscured opening to another pond, then another. Ted's Dovekie was the perfect boat for the job, shallow, narrow, easily paddled. None of the ponds can be seen from the big lake! Bushes and small trees have grown up on the gravely beach strip.

To dramatize the shallowness of the ponds, a moose wandered out of the woods while we were having a picnic on the beach that evening, into the first pond, grazing on the bottom weeds. The water was knee deep most of the time, occasionally it was as high as his belly. What a treat! He came toward us, turning about 30° from us, then continued on. It was a young bull moose, undisturbed by our chatter and presence and the flash of our cameras. We moved slowly in his presence. He moved slowly, too, taking an hour to graze across the pond.

We are guessing it was the same young bull moose that woke us up the next morning. Leo heard running water pouring off something very near our boat. There he was again,

Overview of the quietest and calmest anchorage on the lake.



probably only 6' off the port side, grazing. He didn't mind Leo opening the hatch cover to take pictures, just moved off the same way he went the night before. What a privilege to be so close for so long. That was it for moose sightings even though I kept wishing him to come back the next two days.

The next two days were bad weather for sailing, good weather for reading books. Lots of wind, rain, very strong wind, lots of rain. There were just enough breaks in the rain that we could cook in the cockpit and not have to have the propane below in the cabin. It was no sacrifice to be there. When a big storm was predicted, we moved *Scout* over about 25' feet to be more sheltered. Ted moved a little, too. The protection was total. When Tuesday and Wednesday's weather forecast was to be more of the same, we took advantage of a morning of sun and tacked back to the ramp Tuesday morning. We packed up, leaving our hearts at Ronco. We would have liked to

investigate more gunkholes, but I think we'll be back again soon. One more time.

Ted Tobey, *Tema*, Dovekie
Leo and Sandy Lommen, *Scout*, Martha Jane



Ted and Sandy's picnic on the "beach," with closeup of the culinary delights, Sangria and cheese.

Closeup of that quietest and calmest anchorage on the lake.



Casual visitor! Young bull moose.



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Ron and I discovered that we were special people when our boarding pass was identified with the TSA PRE identification. This designation is wonderful. We get to go straight through a special line at the airport. They obviously realized what outstanding citizens we were.

Once on the plane we settled into our seats for an exciting trip to Buffalo. We arrived on time and picked up our rental car with little fanfare. Next, Ron became the navigator and I was the driver. I told Ron about the benefits of Google Maps which I had just discovered on my recent trip to the Arrowmont Craft School where I had taken a Stone Sculpture class. Our first stop was to be a visit to the Buffalo Maritime Center which is headed up by Roger Allen. You may remember Roger, he was head of the Cortez Maritime Museum near Bradenton, Florida.

We just started driving and Ron became very excited when he noticed that a Tim Hortons was on our route to the center. I had never heard of Tim Hortons but Ron assured me it was the greatest place for coffee and other stuff in the morning. In our haste and confusion to find it Ron, being the good navigator that he is, stopped me from going through a red light. Of course, the reason I was going through it was because I had just spotted Tim Hortons. At this point I think Ron was sorry he agreed to let me drive. However, we are both here to tell the story so we survived my driving.

When we arrived at the Center we saw an old warehouse building with a small sign so we knew we were in the right place, but nobody was to be found so we were thinking it was a bust. However, luckily a couple emerged from a door and said it was the right place and that they would call Roger. Within a few minutes Roger showed up.

Roger then proceeded to give us a wonderful tour of the 27,000 square foot building. He has been at it for about three years and is making progress, both battling and working with government and private companies, first to get the building donated and then working with at least four different organizations related to boat building, restoration, bronze casting and metalworking. He exhibits a tenacity and zeal toward his goal of bringing all these different groups together under one roof. He works with the local college and various youth groups. Ron and I were both impressed with what he has accomplished so far. However, he has a long way to go.

Next, we decided that we would drive the back roads toward Lake Cayuga and

The Ron and Dale Erie Canal Saga

By Dale Niemann
Reprinted from the
West Coast Trailer Sailors Newsletter

Union Springs where we would pick up the Nimble Nomad 24' mini trawler. We started in Buffalo and went straight up to the canal and stopped at Tonawanda, New York. It was a very festive spot on the canal with many boats tied up to the docks and wall. We hoped that the part of the canal we would be visiting would be as nice. Because we were only chartering the boat for seven days we would only see a small portion of the canal. We would be going out three and a half days and then turn around and return.

We drove on and stayed at a motel in Rochester, New York. We were beat from the early start and hit the sack early. Next day we were off, after a very expensive hotel breakfast which we did not plan on. Today would be the day we got to the boat, unpacked and slept our first night on board. Since we were the first charter of the summer we were allowed to board a day early. Our charter actually started on Monday. We arrived at the boat in the early afternoon and packed our stuff on board.

After locking through together with Phil, we headed for the Erie Canal. We were both delighted when we approached the Erie from the south and turned left or west on the canal itself. Traveling on the Erie was something both of us had dreamed about since we were kids and first read about it in school. It was a good feeling.

We proceeded on until we reached our first stopping point, the town of Clyde. We received a sort of suggested trip itinerary from the boat owner which we would basically follow due to our limited time. The information said that Clyde had a dock with restroom facilities. However, when we arrived the facilities could only be opened with the proper punch code. So we walked across the bridge to town and opted for pizza, which we brought back to the boat. In conversation with the pizza lady, she gave us what she thought the combination might be for the facilities and suggested if that did not work we should call 911.

Well, of course it did not work. We were very hesitant to call 911 for a restroom entrance

code but Ron was brave and did it. After giving the operator his information, he was told that an officer would let us in. Ron received a call a few moments later with the proper code so we now had the access we needed. This was the first example of the wonderful hospitality of all the people in the small towns along the canal. We had breakfast the next morning at The Hill-billy Heaven restaurant. It was great.

Moving west on the canal we passed the towns of Lyons and Newark, transiting a lock at each town. Just before we got to Palmyra we met another club member, "By" Miller who had, just a week before, completed the Texas 200 sailing his Sea Pearl. After that sail he went home to Arkansas, picked up his Ranger 21 tug and trailered to meet us on the Erie. After meeting up with "By" our armada went to the town of Palmyra public docks for the night. The docks here were on a small little park inlet with full facilities (power, water, pumpout and restrooms with showers) available from 7am to 9pm without a code or key. A local gentleman met us here and provided an information packet with local discounts, attractions, etc. We all had dinner together and enjoyed the evening before retiring to our cozy little trawler.

Next all three boats in our group transited Lock #29 at Palmyra. Ron and I were looking forward to this lock because we had stopped here on our way over in the car and had a very interesting conversation with the lockmaster, Tom. He explained how the locks worked and we were able to observe the lock through of a packet boat of about 35' or 42'. He showed us the controls and his office with much memorabilia and photos of the history of the canal. So when we approached the lock we were sort of disappointed that Tom was not on duty. The lockmaster on duty was very nice, as all of them were.

Macedon and its lock were next on the chart. However, we went on to Fairport for the night. I think Fairport was one of the nicest ports we visited. It is famous for its lift bridge because it lifts up at an angle. It does not lift up level like most lift bridges. It was interesting to see. We saw several boats tied up here that were flying the Loop Flag, which means they were traveling the great loop from Florida up the east coast, then west by Erie Canal or St Lawrence Seaway to the Great Lakes, then down the Illinois River to the Mississippi River to Gulf of Mexico, then returning to Florida. We spent the night here and enjoyed our stay very much.

The next day we traveled to Pittsford, which is also a very nice town. As in many

Phil Reed's Potter 19 motoring along the Erie Canal.



A "Lock Boat" at Lock #29.



of the towns along the canal they try to make everything nice for boaters traveling through. Unfortunately, Pittsford was our turnaround point so thus we began our return here.

We had bypassed Macedon on our way west but decided to stop here for fuel and to get a look at one of the packet boats which was being readied for a charter. It was 45' long and had the typical long narrow hull that canal boats usually have. It had two state-rooms with double beds, each with a separate head. It could also sleep two more forward in a dinette that converted into a bed.

We used very little fuel running the 50hp engine at about 2k-2.5rpms most of the time. Here is also where, on the way down in the car, Ron and I saw a real steam engine yacht of about 30' and we had a nice conversation with the owner who was stoking the wood burning boiler while we watched. Unfortunately, we did not get to see it in the water.

Our next stop was Palmyra, where we planned to spend another night because it was a beautiful little inlet and the facilities were nice. Next we stopped at Newark and then went on to Lyons for the night. Lyons was another interesting town, especially its facilities. Here we were greeted by a local dockmaster with information that the facilities were all at the fire station at the top of a small hill next to the canal. We used the same facilities as the firemen. It was a volunteer department with guys just sitting around waiting for a fire or other emergency. As I was leaving after a great shower one of them said he hoped they did not have to disturb us during the night. Fortunately there were no emergencies so we did not experience how loud their fire whistle was. "By" was planning to leave very early the next morning. He was going to go north across Lake Ontario and then on to the canals of Canada. He and I went out to a very nice dinner and great conversation. The fireman had recommended the restaurant and it was very good.



"By" Miller aboard his Ranger 21 tug.

The next morning "By" had left by the time Phil, Ron and I got ourselves going. We stopped again at Clyde for a break and to pump out and fill up the water tank. Ron and I had used the head very little on the trip but wanted to fulfill our obligation to have the tank pumped out and water topped off when we returned the boat. As we were motoring back toward the lake the motor started missing and seemed like it was running minus one



The Palmyra town docks just off the canal.

cylinder. We checked everything and could not find anything wrong. We kept the rpms low and it seemed to run OK. After while it seemed that it had cleared itself out. We finally concluded that it maybe had some bad gas or just did not like running at such a low rpm for such long periods. Because we were a little concerned we headed back to our start point and arrived a day early. Phil pulled his boat out and planned to leave for home (St Augustine, Florida) later that evening. Ron, Phil and I finally went to Phil's recommended pizza place and, as Phil said, we all agreed it was the best pizza we have ever had.

The next day we unloaded the boat, put our stuff in the car and decided to again follow the Erie Canal back west to Buffalo. We ended up staying overnight at a motel near Fairport, one of our favorite towns. The motel was not that great but we went into town and had a great meal at the local Irish pub. This was the night the US soccer team played Portugal and we enjoyed a great game which ended up in a tie at the end. People were going crazy watching the match.

The next day we visited Spencerport, Brockport, Holley and Lockport. We stayed at a very nice hotel at Lockport. We visited Holley Falls which was a very nice water-fall park. At Lockport we took a tour of the lock. The lock here was a double lock and had a total rise of 50' +. Then we toured a cave which was blasted out of solid rock next to the lock. It was originally used to divert water which was used to power machines directly using water wheels, turbines and belts. The cave now hosts visitors and has a little water, but was mostly dry. It was very interesting. Next day we flew back to Tampa.

As in any good trip, it was the people who really made it nice for the four of us in our three boat armada, all the nice boaters and townspeople who we met along the way. Phil, "By," Ron and myself had some very interesting conversations covering just about every subject. Here is a BIG toast to Ron, Phil and "By" for a great trip.

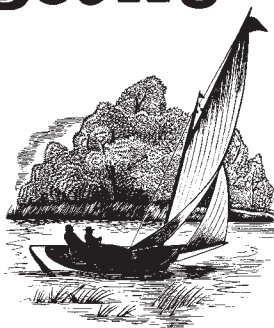
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Our man, Willie says it best. “Onnnnnn the rooooaddddd again...” We saddled up on Wednesday morning and headed south. Our destination was supposed to be the Toledo, Oregon, Wooden Boat Festival via the Cascade Lakes district in south central Oregon



First stop, Sprague Lake. There was a bit of business to conduct with the proprietor of the resort there for another messabout venture scheduled for next month



A big black thundercloud dogged us for the first couple hundred miles and my choice of two lane highways wasn't the happiest one for our rather exotic wagon train.



So, when the “town” of Shaniko was shuttered, and the sidewalks rolled up, we camped for the night in a snowplow turnaround while the rain pelted and the wind howled someplace up on the Oregon plateau. The naviguesser had to wait for daylight for a decent position fix.

Peyton Man of Adventure The Latest Chapter

By Dan Rogers

The next morning found us in a delightful little greasy spoon for breakfast. And the continual chorus of, “What a cute boat you guys have...” continued. I think the whole population shows up for coffee in the morning. We probably met the entire town. Yeah, I probably embarrassed Peyton with my spontaneous discussions of everything from hull design to hydroponics with COMPLETE STRANGERS.



We did discuss the merits of dragging another Glasspar home with us. Logic did prevail in the end.

Our onboard weather guessing department concluded that rain was in the future for anybody planning to launch a boat or two in the Waldo Lake region. So the skipper ordered a base course of 270° and rang up turns for making our destination on Day Two. Next stop Toledo, Oregon (wherever the heck that is...).



The event wasn't even supposed to start until Saturday. And while there were several early arrivals camped in the big field, we were the first to launch and moor boats. I picked a nice slip for *Shenanigan* and *Limerick* and parked Big Ole and the stretch trailer out in the middle of the big ol' grassy field.



It's tough being the new kids on the block. Turns out we were in the wrong spots for just about everything that was gonna happen a few hours later. This event is one really big deal, lots of vendors, lots of exhibits, lots and lots of activities.



We were the ONLY homeless van amid a sea of shiny new campers and just off the showroom pickups. But, by all accounts, Peyton was the coolest kid. And he immediately attracted a small cadre of would be grandmothers.



Then he “discovered” the boys camped next door. Finally he didn't have to stand patiently with eyes glazed over while Uncle Dan talked gibberish about boats with PERFECT STRANGERS. It was foot races, berry picking, kayak paddling, miniature golf, more foot races, VIDEO GAMES and even a sleepover in a tent.



The boys did their level best to stay up all night. And probably made it until 2300. After that, nothing but snores from the tent.



Uncle Dan had a ball talking boats with folks who came down the dock. Taught some sailing and even did motorboat rides for a gaggle of kids. Peyton is already talking about "what boat we're gonna bring next year." He's set on *Old Salt*, mostly because of the 85 horse motor. He's quite convinced that the little tug's paltry speed of 25mph can be overcome easily with that big mill. Maybe so.



The CCOTS are an eclectic bunch of tinkerers, adventurers and polymath geniuses. Among their repertoire is a marvelous Saturday night jam session in the boat house.



Sunday came before we knew it and it was time to haul the boats out and start for home. But the absolute best thing was when Peyton soloed in a small boat provided by the boathouse. Uncle Dan was only eight when he got his first command. Same for Peyton, Man of Adventure!



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I refer you to my article, "The Fastest Fixed Seat Rowboat in the World!" published in the July 2014 issue of *MAIB*. As stated therein, I embarked on a (mostly self appointed) mission to assess Adirondack guideboats entered in the 2014 Blackburn Challenge. Guideboats entered were compared on a variety of traits:

- Length and breadth
- Amount of rocker (if any)
- Composition of hull (wood composite/Kevlar/etc)

- Oar and hardware selection (traditional fixed pin guideboat oars vs oars and hardware allowing feathering; flat vs spoon blade)

- Design(s)/designer(s) inspiring the hull form

- Who rowed the boat

The Blackburn Challenge was selected because it's an equalizer. Same course for all boats, no rain dates, solid history of guideboats entered in the fixed seat singles class (results were reviewed back to 1999). It has a good following and how designs prove themselves in competition does influence designers and builders.

For 2014, all guideboat entrants in the fixed seat singles class are specifically identified. For prior years, only the number of guideboats vs total number of entries are listed.

Course Conditions

As close to ideal as one could ask. Light to moderate winds, moderate swells, light to medium chop (depending on location), low humidity and just a bit of occasional cloud cover.

Guideboats vs. Other Designs

Prior Years

2013	6/10 Placing 1, 2, 4, 5, 7 & 10
2012	4/8 Placing 1, 2 & 4
2011	4/11 Placing 1, 2, 3 & 6
2010	3/6 Placing 1, 4 & 6
2009	5/7 Placing 1, 2, 5, 6 & 7
2008	3/10 Placing 1, 4 & 6
2007	3/11 Placing 1, 2, & 4
2006	3/5 Placing 1, 2 & 3
2005	2/9 Placing 3 & 7
2004	3/7 Placing 1, 5 & 7
2003	2/11 Placing 1 & 3
2002	6/11 Placing 1, 3, 4, 5, 7 & 10
2001	3/8 Placing 1, 3 & 5
2000	2/5 Placing 1 & 3
1999	1/9 Placing 1

Why all the fuss about guideboats in the Blackburn? Read the numbers. For the 16 races from 1999 to 2014, there were 55 guideboats out of a total of 141 entrants = 39%. A guideboat took first place in all races except 2005 and 2014, they won 87.5% of the events. Forty four guideboats placed in the top five in fourteen of the sixteen races, 80% of the top five places captured by a design comprising 55% of the entrants. To put it another way, they tend to win.

Hull Characteristics

Of the five guideboats completing the race, two were Adirondack Guideboat Kevlar boats. Two were Pat Brown wood strip boats and one was a Willard Hamner original (built 1900) that had undergone extensive restoration.

Length and Breadth

The AGB Kevlar boats were dimensionally identical: 15' long and 38½" beam. The Pat Brown boats were 17'x37" and 15'6"x38" respectively. The Willard Hamner boat was 16'x "about" 38".

Amount of Rocker

The AGB boats carry about 1½" of rocker, the Pat Browns an inch plus and the Hamner boat none. Note: Both Steve Kaul-

2014 Blackburn Guideboat Challenge

By Rodger Swanson

back and Pat Brown incorporated rocker in their second boats to render them easier to turn. They continue to do so.

Hull Composition

The AGB boats were both Kevlar with cherry breasthooks, gunwales and thwarts. The Pat Browns were wood strip cedar, glassed inside and out. The Hamner was a traditionally built guideboat (I don't know with certainty the various woods used).

Oar and Hardware Selection

The AGB boats were set up as follows: Bob Errico opted for 8' Barkley Sound Spoon Blade oars (leathered) with round oarlocks. Prefers to feather. Henry Ebinger chose 6½' Shaw and Tenney Spoon Blade oars (leathered) with open top oarlocks. Prefers to feather.

Both Pat Brown boats were equipped with 8' traditional fixed pin Adirondack guideboat made by the builder.

The Hamner boat was fitted with the same traditional style of oar as above.

Designs/Designer Inspiring Hull Form

The AGB boats were designed by Steve Kaulback, drawing on boats as built by Dwight Grant and influenced by J. Henry Rushton and others.

Pat Brown's first boat was taken (mostly) directly from a 16' Dwight Grant original (ca. 1906). He made a number of modifications along the way.

The Hamner is an original, a good boat speaks for itself.

Symmetrical vs Asymmetrical Hull Forms

To my knowledge, the definite majority of guideboat designs have hulls that are symmetrical fore and aft. Pat Brown's boats are a departure, being a bit broader aft.

Deadrise

As best as I can determine, all of the "winner's circle" (ie, top five placers) have featured deadrise of the degree seen in Dwight Grant's boats. The rowers tell me that it contributes to being able to maintain control and momentum through the range of conditions from moderate up to challenging (rocker being a complimentary factor).

Hull Flex Resilience

It should be noted that both the Pat Brown and Adirondack Guideboat models (including the 15' Kevlar boats) assessed here have a degree of flex resilience, accommodating themselves to conditions more smoothly and naturally than stiffer hulls.

Who Rows the Boat

All else being said, the skill and talent of the oarsman is probably to most important deciding factor. Paul Neil and Rob Guenther led the pack for several years, being replaced more recently by Gerhard Munger and Marcello Torricelli.

The caveat here is the boat in question. For some time, the regular winners have preferred "longer" (16' to 17' versus the 15' length more common a few years back. Preference is for the 17' Pat Brown model (if one is lucky enough to find one) and the second (a VERY close second) is the Adirondack Guideboat 17' wood strip, which is available on special order.

Oars

Along with the boat, the traditional guideboat oars are definitely preferred by the regular winners, citing better control and uniform efficiency stroke to stroke. All the rowers spoken with prefer oars with a bit of flex.

A Note About the Original Hamner

I'd like to note that the Hamner boat, the only original, wasn't intended to be raced in the likes of the Blackburn. The straight keel, lack of deadrise, and fuller lines fore and aft render it inherently somewhat slower than its "modern" successors. With that in mind, I think it made a good account for itself.

Good Samaritan

Henry Ebinger sacrificed ten minutes helping another rower reattach an outrigger (Henry, good lad, had his trusty Leatherman with him).

These, then, are my thoughts on the matter. I'd like to hear yours.

Pre Race Note to Rodger

I read your article in the recent *MAIB* and was anxious to get in touch with you. I have a 15' Kevlar guideboat built by the Adirondack Guideboat Company in Vermont. I bought it last year at the Maine Boat-builders show and have been having a blast ever since!

I've been eyeing the Blackburn for years now and one day this year I realized that I wasn't getting any younger so I entered. I'm not a racer but I really love to row and all my recent training has been focused on completing the BBC.

The few changes from stock are as follows: I switched out the stock fixed pin oars for 8' spoon blade oars by Barkley Sound on leather collars and bronze closed oar locks. Feathering just seems natural to me. I also moved the sockets forward about 6" and moved the seat as far forward as the frame would allow. This seemed to balance the boat better and gave an increase in speed. I like to tinker with stuff so I'm sure I'm not finished yet.

My goal is just to complete the challenge, I'm not a racer. I'm also the owner of two rebuilt rotator cuffs, both left and right, so this is somewhat of a personal challenge as well.

Bob Errico



Rodger Comments Post Race

Bob Errico's time of 3:56:27 was very respectable. Anything under four hours is impressive. Although conditions may have been more demanding in given races, this is faster than some of the stalwarts (including Paul Neil) did on certain occasions.



Overtaken by sliding seat boats rounding Halibut Point, lone guideboat oarsman carries on.

Fixed Seat Singles Class Results

1 Ben Booth	18' Westport Skiff	3:12:03
2 Gerhard Munger	17' Pat Brown Guideboat	3:17:01
3 Michael McGarty	17' Wherry	3:51:52
4 Robert Errico	15' AGB Guideboat	3:56:27
5 Liza-Jane Bobseine	16' Pat Brown Guideboat	4:08:25
6 Henry Ebinger	15' AGB Guideboat	4:10:12
7 George Adams	17'Northeast Dory	4:14:11
8 Jennifer Okonuk	16' Hamner Guideboat	4:20:57
9 Wil Iturrino	17'Northeast Dory	4:22:10
10 Chris Doggett	11' Bolger Cartopper	4:33:11
11 Ed Gunzelmann	15' Gloucester Gull	4:46:51
12 Erik Johnson	15'Gloucester Gull	4:55:33
13 George Grimes	15'Chester Yawl	4:57:15
14 George Hill	15' Kaulback Guideboat	DNF
15 Marcello Torricelli	17' Pat Brown Guideboat	DNF

(Adirondack Guideboats in Bold Type)



The new and the old: Liza-Jane Bobseine's new Pat Brown and Jennifer Okonuk's original Hamner at launch. Not unaccustomed to long distance rowing, they are both contenders in the arduous 90 Mile Adirondack Chain of Lakes race.



Bob Errico "under oars" in AGB 15' Kevlar.



Marcello Torricelli, figured to be a top contender for guideboat honors, suffered a split oar and had to drop out

Lisa-Jane Bobseine off Halibut Point in her Pat Brown guideboat.



Henry Ebinger chats with Rodger and Shirley Swanson pre race.

Jennifer and Lisa-Jane compare race experiences with top guideboat finisher Gerhard Munger, that's Jennifer's original Hamner.



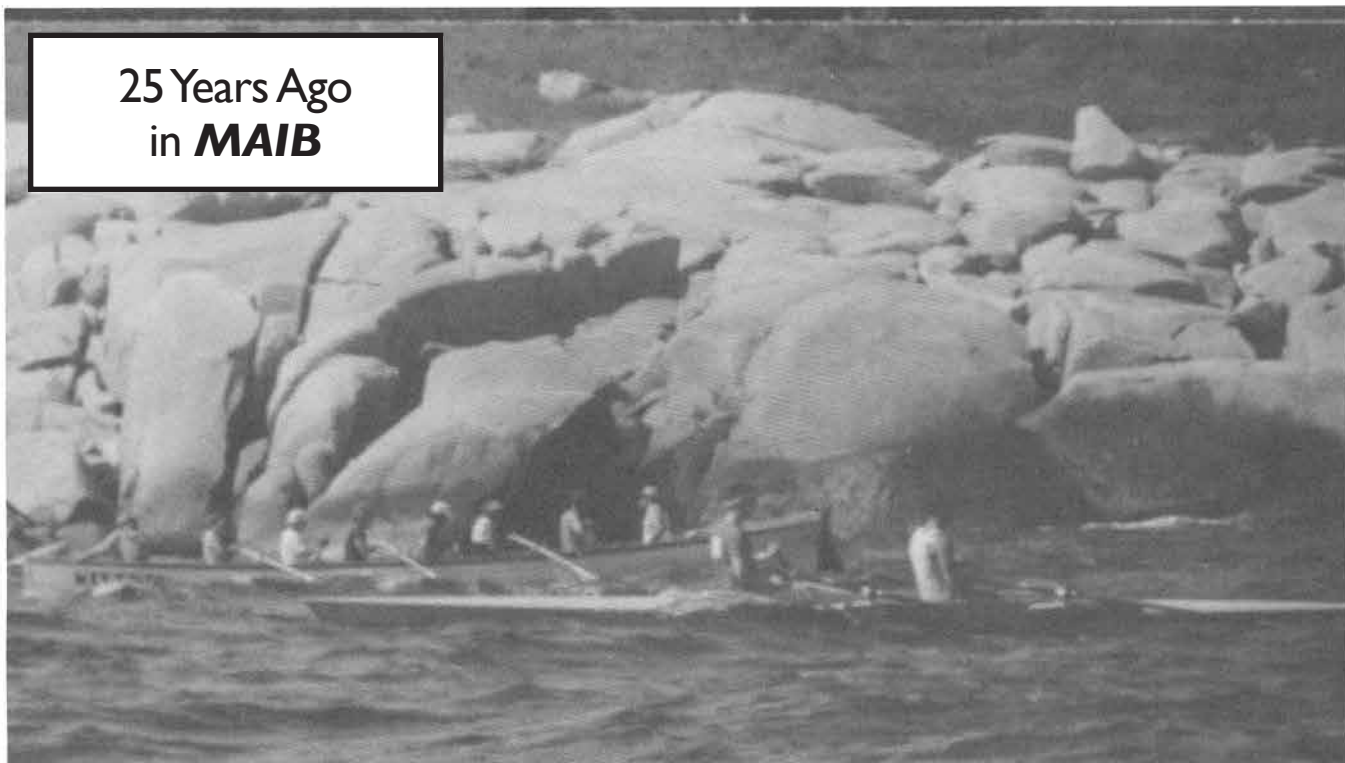
Category Killer

First place in the Fixed Seat Singles went to Ben Booth in his self designed, self built 18' Westport Skiff. Its swoopy appearance enhanced by its reverse camber gunwales and cambered fore and aft decking gave it the appearance of a sliding seat shell, albeit a beamy one. Hardly the traditional oar on gunwale open boat one envisions for this class, but it met the class criteria. Reporter Swanson, despite his focus on this day on the Adirondack guideboats, hastened to chat up Ben and perhaps we'll have a closer look in an upcoming issue at this interesting interpretation of "Fixed Seat Single."



3rd Annual Blackburn Challenge

25 Years Ago
in **MAIB**



Tobin Tracy and Phil Tietbohl overtake the Scilly Isles gig "Kittery" at Halibut Point, enroute to setting fastest time overall.

Over 100 rowing and paddling enthusiasts gathered on the Cape Ann Marina outdoor deck at 7 a.m. on July 29th to hear the details on the 20 mile rowing race they were about to embark upon, circumnavigating Cape Ann in the 3rd Annual Blackburn Challenge. Race chairman John Spencer set the tone right off when he stated that this was the Blackburn "Challenge", not just a "fun" race. John's comment was influenced not only by the twenty mile distance, much on open ocean, but also by a fresh 15 knot breeze blowing across Ipswich Bay from the northwest, a breeze that was building up a two foot chop all along the five miles or so of the race course that followed the western shore of the Cape. While not dangerous, the conditions would certainly be challenging. But, the air was clear and dry anyway from the cold front that had passed through during the night.

Eleven classes of boats were scheduled, from double sliding seat shell to traditional Grand Banks dory, to kayak. But the main focus seemed to be on the large turnout of bigger multi-oared boats, nine in all. Biggest was the Gloucester seine boat "Nina", crewed by the 1988 home town multi-oared class

winners. Major challenger was viewed to be the French gig "Liberte'" from Hull. Smallest, and nearly unnoticed, was Chuck Mainville's 21' Pilot gig crewed by his son Frank and two friends.

The kayak fleet of 18 was the single largest contingent, while the sliding seat double entry of one was matched by the Alden double entry as smallest classes. In between, classes for Banks dories, fixed seat singles, fixed seat doubles, Alden singles, and more, filled out the field of about 70 boats.

The first three miles of the course headed northwest on the tidal Annisquam River, which separates Cape Ann from the mainland. Thence the course followed the coast northward to Halibut Point, about another five miles. Rounding that point, the rowers (and paddlers) would then have the wind and sea astern. From there the course swung further east and then southeast, crossing Sandy Bay past Rockport. Those choosing to do so could end their day in Rockport, about halfway, where shuttle bus arrangements had been made. Now the course swung back southwest to follow the Atlantic shore of the Cape about seven miles to the East-

ern Point breakwater guarding Gloucester Harbor. Rounding the breakwater, it was then a straight shot a bit over a mile to the finish at Pavilion Beach on the downtown Gloucester waterfront. This last mile was into the teeth of the wind once again for the now weary rowers, but the chop was minimal in the short fetch the harbor offered.

Organization was again superb. The Coast Guard and the Gloucester Harbor police patrolled the Annisquam section to keep powerboaters from disrupting the race. Ten picket boats were anchored out around the course and a couple of others patrolled. Anyone who got into any trouble would not lack for immediate assistance. And Geoff Richon again provided a press boat for club photographer Fred Bodin and myself.

The eleven heats got away at short intervals in the crowded river, Banks dories first, double sliding seat shell last. The battle shaping up between "Nina" and "Liberte" was where the drama was, as the two big ten oared craft plunged and plowed on through the wind chop, with "Nina" slowly taking a small lead. Attention focussed on the two big boats tended to not spot the smaller Pilot gig

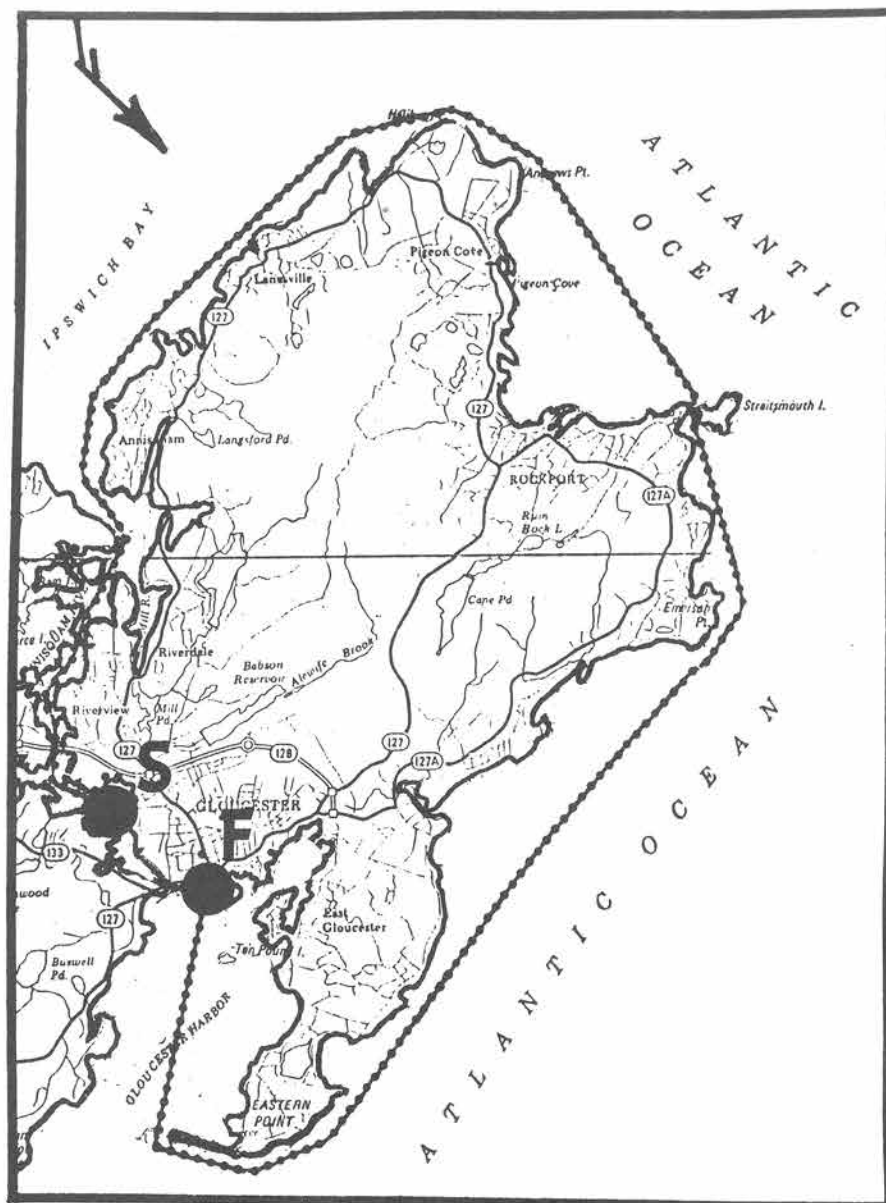
just ahead of them, for Frank Mainville, Andy Parks and Steve Reich were indeed setting the pace for the multi-oared group, pulling on six oars. At Halibut Point, the three were still close, but once around the point and into the lee of the land, "Liberte" began to overhauled "Nina" and the Pilot gig pulled slowly ahead of both.

Last to start were Tobin Tracy and Phil Tietbohl in their Sea Shell sliding double. Despite the steep chop, the pair steadily overhauled all those who had earlier starting times. By the time they reached the Eastern Point breakwater, only Chris Schulten in an Alden single, who had started three classes ahead of them, was still in front of them, and Chris was home first to the beach once again, repeating his 1988 achievement. When the elapsed times were calculated, the double had the edge by just over three minutes, 2:55:17 vs. 2:58:42. They were the only boats to finish the 20 miles in under three hours.

And what was this finishing in third place overall? A kayak! Doug Bushnell had come all the way over from Buffalo, New York, with his new "Wave Ultra" ocean racing kayak, and here he was windmilling across the harbor ahead of the multi-oared boats, in his narrow 19' speedster, finishing in 3:13:01, scarcely a quarter-hour slower than the double sliding seat shell! His chief competition had been Bill Reagon in a downriver racing kayak, but Bill was unable to match Doug's speed in the longer boat, finishing a bit over seven minutes behind Doug.

Fourth overall, was Jonathan Fisher in a Small Craft Ocean Racer single sliding seat shell, he's in the family that builds the boats in Connecticut. Then came the epic battle of the biggies. Despite their size and heft, the two big ten oared boats came cranking on across the harbor about three minutes apart in 6th and 8th places overall, but the Mainville gig was an equal distance ahead of them. "Liberte" was going to best the locals in "Nina", much to the dismay of the Gloucester fans, but the three man boat was going to do them both in. Also into the harbor on the final leg at the same time was the brand new Scilly Isles gig "Kittery" built by Dan O'Reilly and friends. For a second outing with an inexperienced crew, the "Kittery" looked good just twenty minutes down in the class and only 12 minutes behind "Nina".

The Hull gig "Liberte" leads the Gloucester seine boat "Nina" out past Annisquam Light onto Ipswich Bay and it's 15 knot northwesterly.





Scott Morrissey's remarkable finish in 4:05:18 in the bulky and heavy Banks dory was worthy of note, there were six of these traditional Gloucester fishermen's craft entered. Anthony Pizzimenti, the postman who won the fixed seat single class last year in his first try at racing in a borrowed dinghy, won again this year in a 15' Gloucester Gull light dory, despite breaking an oar and having to accept a borrowed spare pair from another competitor. And last to complete the entire distance was Carolyn Donnell in her 'Thayer Livery Whitehall, taking just 7 hours to do the 20 miles. Carolyn received the "Sportsmanship Award" for this display of true grit and determination. Howard Blackburn would have understood her attitude.

There was a memory trip of sorts going on in the race that went unnoticed by most, as a group of friends of the late Mike Stratton teamed up in two crews to row the Shetland Island sixern built by the

Left from the top: The kayak fleet at the start. Friends of the late Mike Stratton in the Shetland Islands sixern row past Thacher Island lights. The "Siren Song" Scilly Isles gig had some male crew. The all-woman crew from Hull and Boston in one of the Hull barges. Below: Anthony Pizzimenti already was using mismatched (in length) oars not far from the start. The "Liberte" bearing down on a smaller competitor.



Rockport Apprenticeship for "Strats" for his dyslexic children program, the Carroll School Bounders. The sixern nearly didn't get there when the shop truck broke down, but Geoff Richon's son took Geoff's truck Friday evening to Maine and hauled the boat down so it could take part. And off Rockport, Geoff shuttled the replacement crew out to the boat, so all who wished to could shared in the experience memorializing the man who had done so much for troubled kids before a brain tumor struck him down in 1987.

The Blackburn Challenge has established itself in just three years as a major event, there's nothing else like it taking place on the east coast. The combination of long distance, open ocean conditions, and superb organization have made this the race of the year for those within reach. Truly a challenge for stamina and determination in the Howard Blackburn manner.

Report & Photos by Bob Hicks

Right from the top: Doug Bushnell speeds to the finish line in his new "Wave Ultra" ocean racing kayak. Two burly canoeists "drafted" the "Kittery" much of the way. Tim Mayer's Thayer Whitehall only appears to be swamped, it's actually just dropped into a trough. The multi-oar award held by organizers Pat de la Chappelle and John Spencer features a broken oar blade from the 1988 winner, the Gloucester seine boat "Pinta".

Below: The Irish currach approaches Eastern Point Light. In the background behind "Nina", the reason why the town is called "Rockport".

Centerspread overleaf: The battle between the biggies, "Nina" leading "Liberte" with Annisquam light in the background.



Almost everyone along the Atlantic shores interested in ocean rowing or paddling has heard about The Blackburn Challenge. This 20-mile ocean race/rally around Cape Ann in Gloucester, Massachusetts was established in 1987 in honor of Howard Blackburn, dory fisherman and sailor extraordinaire from Medway, Nova Scotia and Gloucester, Massachusetts. Even I had heard about his heroic 60-mile row back to Newfoundland shores when he was separated from his schooner on the Burgeo Bank in a snowstorm in 1883. What impressed me most as a little boy growing up in war-torn Germany was that he let his hands freeze to the oars so he would not lose his grip. He eventually made it to shore, but not so his partner. Howard lost most of his fingers as well as a few toes, but still sailed small boats across the Atlantic solo, when that was still a big deal.

Well, I rowed, kayaked, canoed, even worked on freighters and sailed (not solo) across the Atlantic twice, but in 2002 I received something new. That was the year I heard about the Blackburn Challenge race in Gloucester and about the resurgence of outrigger canoes. Those boats should do much better on the ocean than my racing kayaks and canoes, I mused. I researched my options and promptly ordered a Maori-inspired New Zealand design of a solo outrigger canoe, built in Maryland, USA, sight unseen – everything looked so good. I signed up for the race, and one week after I received my new Surfrigger, I was at the start, along with about 150 other boats.

I had just enough time to test the variants in my boat set-up and found a very good compromise between stability, speed and comfort. Remember, these boats are very long (mine is 24') and very narrow (12.5" on the waterline). The ama (outrigger/float) on the port side gives great stability on that side, but it is very easy to flip off the seat to starboard, since the hull cross section is practically round. Furthermore, waves from the left will lift the ama before they get to the hull of the boat, which in turn levers the paddler off his seat into the water. Anyway, I instantly loved the boat, its challenge and speed, even out on the ocean in the wind and waves. I did well, finishing the 20-mile course in 3 hours 46 minutes. And I did it eleven more times, always finishing within a span of 20 minutes, regardless of wind and tide. 2014 was going to be my 13th race, and I had decided to make it a very special one. I could hardly wait, since the Blackburn is always on my mind, year round.

The Setback

Then came the winter of 2013/14, one of the coldest and snowiest ones on record in Maine and many more states and Canadian provinces (see my article "Ice-bound PEI" on my website www.ZollitschCanoeAdventures.com). Snow shoveling, roof-raking plus Off to the start.



Meeting The Challenge The Howard Blackburn Challenge

By Reinhard Zollitsch
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a few other projects did me in. I finally, at age 74, had to accept the fact I was not invulnerable. In January, I snapped the biceps tendon of my right arm with a loud bang, just as my Achilles tendon did when I was a college gymnast back in Germany. This time, though, I was confident it could be fixed. But no, two orthopedic clinics in Maine decided it wasn't worth the trouble. The tendon was too old, too brittle, in other words, used up. Their advice: live with it. You might still be able to do "some" paddling. End of treatment – not even any physical therapy. Nothing.

A couple of six-packs later, I decided that I would still paddle this year's Blackburn, even without the help of my now defunct right biceps muscle. And my time would not be slower than last year's, definitely under 4 hours, and my "nemesis" R.C. (his term, not mine) would not beat me because of a little thing like that! I was also determined not to let the number 13 work its spell. No way! But how could I pull it off? Well, I followed the advice from one of my kids' favorite children's books about "Mrs. Mooley", the cow, who had set her mind on jumping over the moon, which she finally did (when the moon was kissing the horizon). As she put it: "All it takes is determination and a little practice".

The New Challenge

OK, so there you have it! If she could accomplish her feat, so could I! First I looked around on the web for faster and definitely lighter, more competitive boats than my old 1990 design. That search was very successful: I found a new 20'6" Hawaiian solo outrigger, manufactured by the same company that also makes the Hurricane, the fastest solo outrigger. Their new Storm was thoroughly tested against the Hurricane in all three categories: all-out speed, sea-worthiness and riding comfort. It was going to be the new kid on the block. I got boat number # 65. They also used the latest carbon fiber construction method, fabricating hull and deck in one piece, thus saving a lot of weight from elimination of the seams. My new Storm weighs in at just under 20lbs for hull, ama and iacos, i.e. for the entire boat – a joy to carry for my "handicapped" right arm and to push up to speed on the water!

And yes, when you know you are weaker in some parts of your body, you compensate for it with other muscle groups, train harder and longer, and make absolutely sure you know how to handle the new, shiny, onyx-black, carbon fiber beast/boat. I even got a new paddling outfit to match the new boat as well as a new hydration system and compass. By adding a few letters to the large emblazoned "STORM" on my bow and ama, I even ended up with a personal name for the boat: *Swatte Orm*, meaning as much as "Black Dragon" in Viking lingo ("swatt" = black; "orm" = fire-spitting dragon; inspired by the Swedish book *Röde Orm, Red Dragon*, by Frans G. Bengtsson).

The Finish

I must have prepared all right. I finished the 20-mile race 19 minutes faster than the previous year (in 3 hours 35 minutes). That is almost a minute per mile faster than my time from the year before! I was also very close to my personal best time of 3 hours 33 minutes. I was psyched, until I found out that almost everybody beat his/her time from the previous year, when it was brutally hot. My "nemesis" also set a new personal record by a few seconds. But while I beat him by 3 and 5 minutes in previous races, this time I beat him by 13 minutes. Not bad for the officially "oldest contestant (of 399) in this year's Blackburn" at 75, as announced at the skippers' meeting before the race. The icing on the cake was beating another outrigger by 7 seconds in a sprint to the finish line at the "Greasy Pole" off the town beach.

I was "back in the saddle again", you might say. I had met the challenge, the "Blackburn Challenge". Even though my feat is a far cry from what Howard Blackburn did, I still feel I caught his spirit of not giving up, of hanging in there to the end – and I even had a ball! Admittedly, my right arm got more tired than my left arm, and my tailbone was hurting more from balancing the lighter boat in the waves, so I would not tip to starboard. But all that is soon forgotten with a hot meal, loud, live music, and an Ipswich beer served under a big tent at the finish line. And yes, a big hug from my dear wife, Nancy, who is the real motivator behind it all. Thanks my dear!

So I will be "off to the races" again next year, 2015, my 14th race. Yes, you guessed it: for me and many participants, the Blackburn Challenge is a year-round challenge, a life-style challenge. It is much more than yet another paddling or rowing race. It is a constant incentive and reminder to live healthy and stay in shape. So I hope to see you there next year, my friends. Till then, have a great, safe time on the water. Enjoy!

PS: I still like my old Surfrigger and will especially use it for cold-weather paddling, since it has a cockpit with spray skirt like a sea kayak. Paddling my new Storm, I am much more exposed to the elements – but fast is fun, my friends.

Taking out – I did it!



These four Longhorn sailboats that the Fort Worth, Texas, Boat Club commissioned from Cape Cod Shipbuilding Company, Wareham, Massachusetts, in 1951 are the second generation, fiberglass version of the original wooden Longhorns that FWBC sailed until 1951. And, like the wooden originals, these Longhorns were also designed by the noted yacht designer William F. Crosby. In 1963, FWBC raffled off one of their ten Longhorns at a regatta and the winning raffle ticket belonged to a member of my yacht club. I understand that the rest of the fleet of ten boats total were then sold at market value to individual members of my club.

The Longhorns subsequently raced regularly as a one design class at my club for almost two decades before once again falling out of favor. One by one, they were sold away from the club or left to deteriorate. I purchased my Longhorn from a boat dealer in Dallas and then purchased another from a club member who resigned. In the mid-1990s, one of the other Longhorns sank in our harbor and the Club decided it was time to condemn those that remained. Rather than see them go to the scrap yard, I offered to take responsibility for them.

All of a sudden, I owned six Longhorns. The one that sank was damaged so badly during salvage that it was scrapped. Another Longhorn is safely stored in its owner's garage in Denton. I have lost track of the whereabouts of the other two. An eleventh Longhorn was built by Cape Cod Shipbuilding Company as a demonstrator and, until about ten years ago, was actively sailing on Long Island Sound. I believe the owner has since donated it to a church. So there were only 11 of these boats ever built, and seven of them still reside in Texas.

The remainder of this fleet is again at risk of being scrapped. I have restored two of the Longhorns over the past 25 years, and I am keeping these two, but the other four are available. They are currently not seaworthy, peeling paint, rotted wood, frayed lines. I have them currently in slips in our harbor and one on a trailer. My original purpose with the fleet of boats was to store them until such time interest may return to restoring a historic one design fleet of racing boats. That interest never developed at my club and now my yacht club would like to get rid of them.

Four Longhorn Sailboats

Free for the Taking In Need of Restoration

Reprinted from *Boneyard Boats*



Yes, they're a bit of an eyesore with the paint and wood issues. I was hoping to keep them together as a viable one design racing fleet, but at this point will give them away individually if that will keep them from being destroyed. They come with spars and sails. I would love to see them stay together as a small fleet, but I will give them away individually to loving homes.

The Longhorn is a gas to race. It carries a PHRF handicap of 225 with spinnaker. There is no backstay, so the shrouds are swept slightly aft. The boat gets overpowered by its huge mainsail in a big blow and it's terribly slow, under 5kts. But at 10 to 20, she's fast and wins races. We race it with a Lightning Class spinnaker, per Longhorn Fleet rules. The drawings indicate a 784lb keel but the keel actually weighs in at 900lbs. I think they found the huge main easily overpowered the boat with a lighter keel. It may have been the first winged keel built, as it also has two large lead flanges that look like fat wings on each side of the keel bulb. The total weight of the boat is over 2,800lbs pounds. I think that's due to extra lead ballast in the bow along with very thick, first generation fiberglass. I believe it is one of the very earliest production fiberglass sailboat classes built in this country.

Note that the boat was designed as a "Falcon" class. The fleet was christened as

"Longhorns" by Fort Worth Boat Club. By the way, I even have some original cotton Falcon sails with the "F" logo on them, but most are Dacron with the Longhorn logo.

(The owner has received enough inquiries for the Longhorns that he asked that they be marked as No Longer Available. If all the interested parties fall through, we'll relist the boats).

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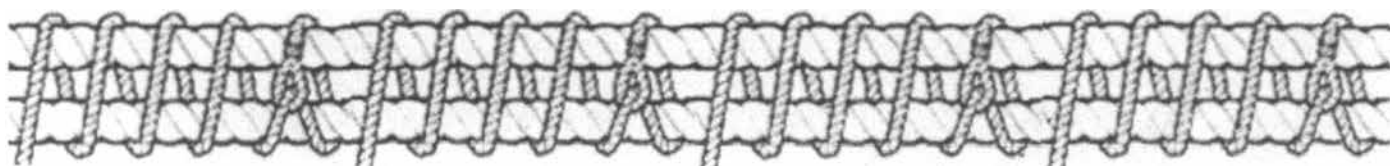
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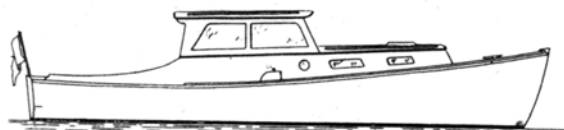
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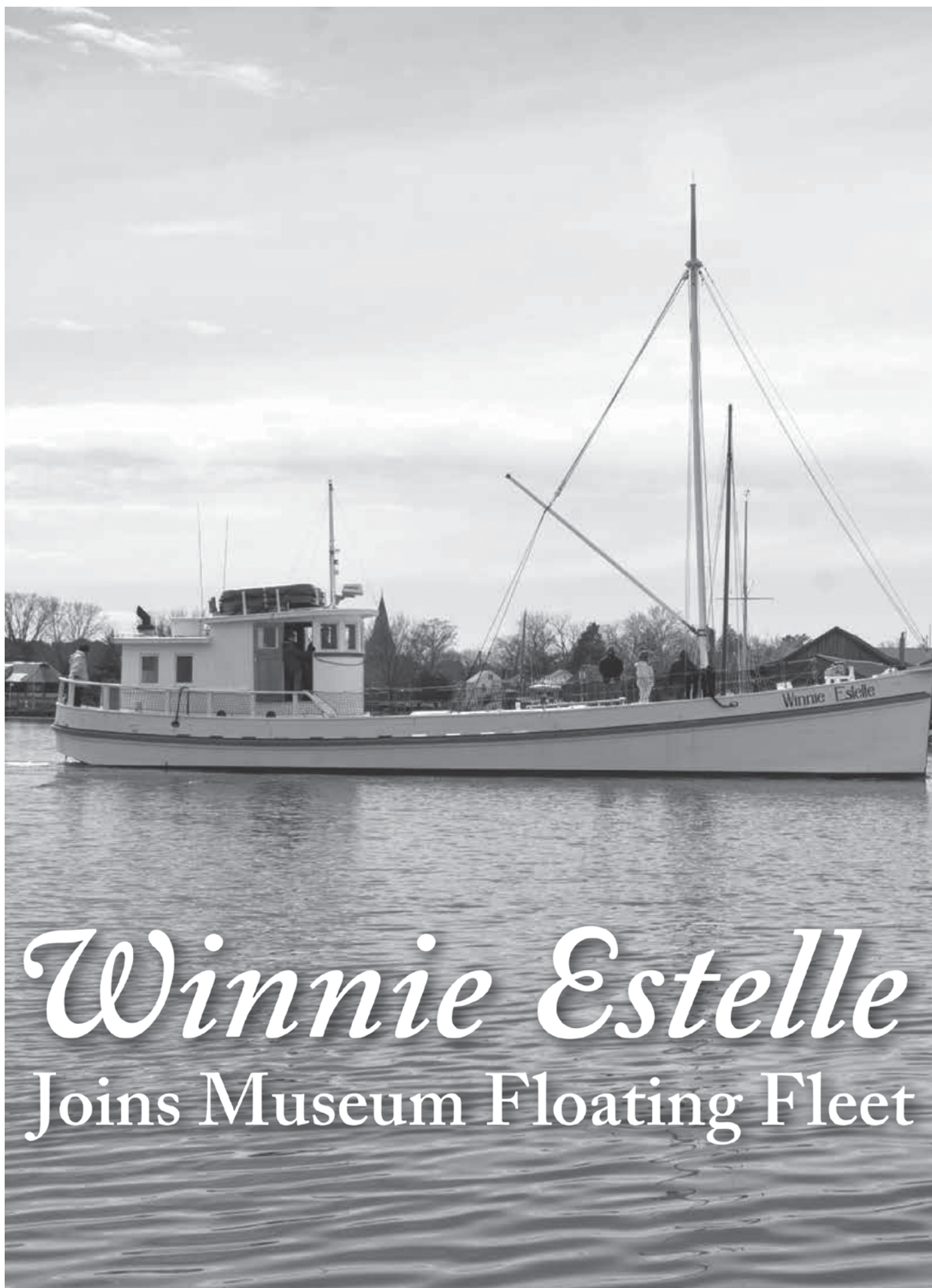
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Winnie Estelle

Joins Museum Floating Fleet



by Dick Cooper

“For most Chesapeake that go south, the trip usually one way.”

— *Museum Curator*

A cold south wind blows through the Kent Narrows as Mike Whitehill turns the *Winnie Estelle* in for the drawbridge to open. Road workers had no traffic on this April Fool's Day and they scurry to get off the span before it can be raised to allow the buyboat to head down Prospect Bay. For them it is an inconvenience in a bad day to be working outside. For *Estelle* this is the start of the next adventure in her journey on the open water.

Once through the Narrows, Whitehill sets a new home berth at the Chesapeake Museum in St. Michaels. It is a bittersweet trip for him. He has spent a lot of time and personal treasure to bring the wooden vessel back from her long sojourn in the distant, unfamiliar waters of the Chesapeake. She is the one he searched for and the boat he fell in love with at first sight.

“She was in such good shape that I didn't have to bargain,” he says. “I paid the asking price.” At 65, a big boat, and big boats demand everything on a budget. Whitehill knows this big boat is going to a good home. Her history will be told again and again as she takes on the role as the workhorse of the Museum's floating fleet.

Like a proud father, he points out the safety improvements he has made to the *Winnie Estelle* in the few years he has owned her. “The Coast Guard has approved her for 45 passengers instead of two,” he tells Jerry Friedman, one of the Museum's boat captains. Automatic bilge pumps now make it possible to sleep. He said the previous owner, Roberto Smith, would check the sole and look down into the bilge every 30 minutes or so to check for water. If it was wet, he would turn on the bilge pump.

In the wheelhouse Whitehill checks the time to deliver the *Winnie* to the Museum docks at 3 p.m. He is running early so he makes leisurely circles in the Bay. He passes the helm to Friedman to give him the boat. The men talk about the workings of the various levers, and switches as the big diesel heart of the boat beats with a steady rhythm below decks. Outside, a flock of ducks, feeding in a frenzy to prepare for their migration to Canada, leap from the gray water and fly low as the *Estelle* approaches.



For more than three decades, the replica buyboat *Mister Jim* served the Museum well. She has been a floating ambassador, carrying the Museum flag to events up and down the Bay. On weekends and special occasions *Mister Jim* became a St. Michaels fixture carrying Museum members and tourists out on the Miles River. Docked in her slip next to the 1879 Hooper Strait Lighthouse, *Mister Jim* became a Chesapeake icon and the subject of paintings, postcards, and countless photographs.

But *Mister Jim* only looked like a buyboat and did not have any real historic significance. Time and rot began catching up with *Mister Jim* in recent years. Her engine was cranky and erratic. It became harder and harder to keep the boat running on a reliable basis. Museum President Langley Shook says that some hard decisions had to be made.

"*Mister Jim* needed a new bottom, a new deck, and a repower. There was a big question of how much we should put into a boat that wasn't authentic to start off with. Although we got great service from the *Mister Jim*, the *Winnie Estelle* is a much, much better platform. As we faced the decision on whether we should invest considerable time, effort, and money on *Mister Jim* or go in another direction, I asked Museum Chief Curator Pete Leshar to look around at a few options, including *Winnie Estelle*."



The odyssey of *Winnie Estelle* begins in 1920 when boatbuilder Captain Noah T. Evans laid her keel. He named the boat for his daughters and ran it as its skipper for several years. The exact location of the boat's building is a little murky. Leshar says that documentation papers signed by Evans state it was built in Crisfield. Oral history has the boat built in Ewell, Smith Island, where Evans is known to have built two other boats. Wherever she was built, it's clear she was a well-made vessel and worked hard for the next half century, running seafood to market and hauling freight



and produce from the southern Bay to markets in Washington, D.C., and Baltimore. She changed hands over the years and in the late 1950s was purchased by Watson "Shug" Marshall, a Smith Islander whose family had worked the water for several generations. His son, Eugene, who now lives in Crisfield, remembers the long, hard days on the water working side-by-side with his father.

"I started full time the year after I graduated from high school," Marshall says. "We ran up and down the Bay, just the two of us. In oyster season we bought from the skipjacks. After the oyster season, we would run oyster seed to the beds. Then we had a four-man crew because we would fill up every day," Marshall recalls. "When that was done, we carried shell back to the oyster bars. We worked pretty much up to the end of June. Then we'd go home and go fishing or take trips." He says his father sold the *Winnie Estelle* in the mid-1970s. He still has fond memories of her. "She was a pretty boat, and able."

The new owners took *Winnie Estelle* south, first to Florida and then to the Central American Coast. She ran lumber and freight and was finally abandoned, beached on a reef. Captain Roberto Smith is credited with saving the *Winnie Estelle* from a fate common to Chesapeake boats that wound up in the Caribbean trade. "For most Chesapeake boats that go south, the trip is usually one way," Leshar says. Smith began rebuilding the boat in

1990, this time replacing Maryland pine with tropical hardwoods including cabbage bark, a wood so dense that when dropped in the water, it sinks. Once completed—by some accounts as much as 80 percent of the wood was replaced, but the original keel was still sound—the *Winnie Estelle* became a tourist excursion vessel in Belize, ferrying divers to area reefs and the famed Great Blue Hole near Ambergris Cay.

Leshar says he first became aware of the *Winnie Estelle* in the mid-2000s when he heard Smith was interested in finding a new home for the boat.

"He was kind of finished with the boat and had the idea she might have a happier home back here on the Chesapeake rather than remaining in the Caribbean."



Mike Whitehill fell in love with classic Chesapeake Bay buyboats decades ago. In the back of his mind he thought he would like to own one when he retired. So when he retired, he started looking for his boat. He says most of the buyboats on the market had issues he was not ready to tackle. A conversation with another buyboat enthusiast led him to discover the *Winnie Estelle* that in early 2012 was on the hard in Rio Dulce, Guatemala. He flew south to inspect the boat. When she passed her survey, he became the latest master of the *Winnie Estelle*. Part of the purchase agreement was that Captain Roberto had to accompany



(opposite page) The *Winnie Estelle*, pictured in October of 1968. (Facing page, left) Museum President Langley Shook receives the keys from Captain Michael Whitehill. (middle) CBMM Volunteer captains and crew John Stumpf, Bob Hinkel, Frank Garahan, Mike Mabe, Jerry Friedman, Tom Carlson, Jane Phelan, Joe Irr, Lloyd Devigne, Barbara Boyd, and Chris Judy. (Top right) Michael Whitehill steers the *Winnie* toward her new home. (bottom right) CBMM Volunteer Captain Jerry Friedman looks out the window of the *Winnie*'s pilot house as Michael Whitehill steers.

Whitehill and his delivery crew on the return trip to the United States. "There were a lot of things to learn about the boat," Whitehill says.

They motored up the Caribbean Coast to Isla Mujeres, Mexico, where they laid over. "The wind was blowing against the current," Whitehill says. "So we waited there until the wind swung around." When they headed out on a downwind run, they set a headsail from the *Winnie Estelle*'s mast. "We were doing 12 knots and made Key West in 42 hours."

Winnie Estelle returned to the Bay and was a featured guest of the Chesapeake Bay Buyboat Association's regatta in Crisfield in August of 2012. Captain Mike's brother, author Robert Blake Whitehill, chronicled the voyage in the August 2013 issue of *Chesapeake Bay Magazine*.

The article caught Shook's attention. "I called Michael Whitehill and asked him if he might be interested in having *Winnie* eventually wind up at our Museum. Michael said yes, that was definitely a possibility. He said his plan always was to return her to the Chesapeake, and after a time as her captain and owner, put her in the hands of a qualified institution on the Bay like CBMM that would take good care of her and make her available to the public for many years to come," says Shook.

What followed was several weeks of negotiations that led to a signed contract under which the Museum would take possession of the *Winnie Estelle* from Whitehill for up to six years and get to use her as *Mister Jim*'s replacement. The plan was to feature the *Winnie* in the Museum's fundraising campaign and eventually buy the boat for its collection. *Mister Jim* was sold to a wooden boat enthusiast who will restore her and eventually make the Bahamas her new home port.

As soon as the contract was signed, Shook began calling Museum patrons to seek sponsorships to cover *Winnie*'s expenses. "The first call I made was to a generous Museum supporter who loves old wooden boats. He doesn't live in the area and his first question was, 'What's a buyboat?' After less than five minutes of conversation describing the *Winnie*, and explaining buyboats' role as early 20th century middlemen for the Chesapeake's seafood industry, this wonderful gentleman said 'What would you think if I just bought the boat and gave it to you? Would the owner be willing to sell it to me?'"

Whitehill's immediate answer when Shook called to ask was "You betcha!"



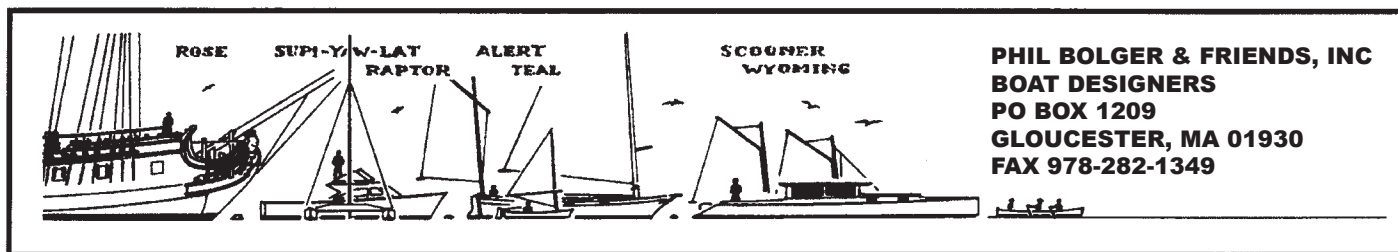
Whitehill steers the *Winnie Estelle* through the daymarks off Deepwater

Point and toward the spires of St. Michaels' churches. He checks the time and it is just before 3pm. "Right on time," he says. As if on cue, the gray clouds part and bright sunshine warms up the afternoon. Two boats leave the Museum docks carrying photographers and Museum personnel out into the Miles River to greet the newcomer. Whitehill, with the skill and concern of a captain entering a harbor for the first time, seeks some local knowledge from Captain Jerry Friedman on how to approach. A crowd has gathered under the lighthouse and along the docks that line *Winnie*'s new home.

Whitehill gives a few quick orders to his crew and fenders are deployed over the starboard side and dock lines are made ready. He checks for cross wind and eases the *Winnie Estelle* ahead slowly. Gently the big old boat comes to a stop and is quickly tied off without incident.

"It looked like we knew what we were doing," Whitehill quips. At 17 feet longer than the *Mister Jim*, the *Winnie* fills the slip almost to capacity. As the dozens of spectators draw closer for a better look, the *Winnie Estelle* gleams in the afternoon sun.

Photographers have already taken scores of pictures of her profile with the lighthouse as the backdrop. The new Museum icon is warmly embraced.

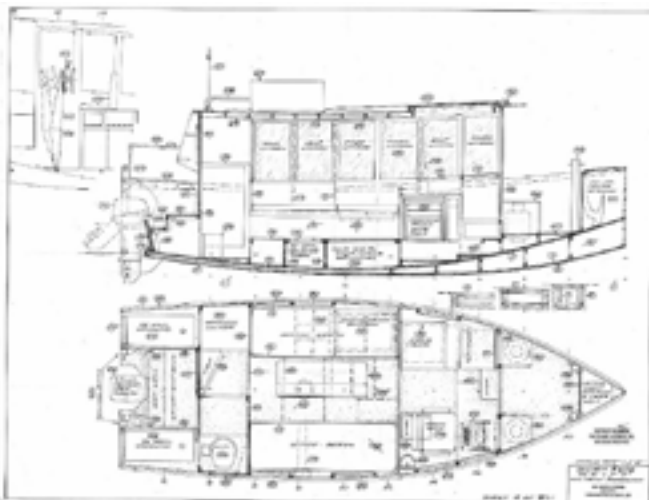
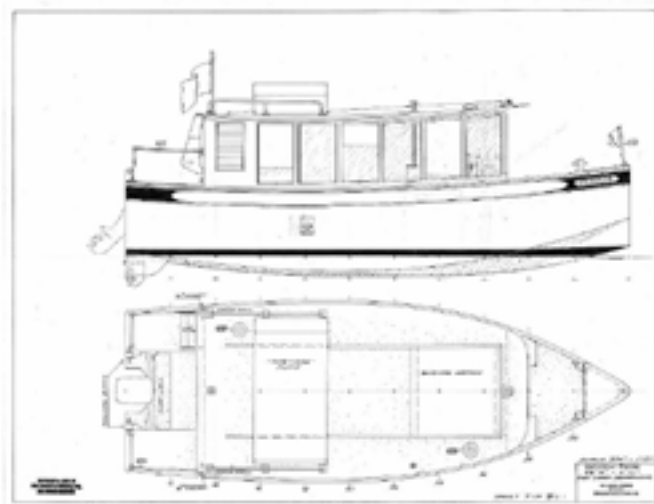


Phil Bolger & Friends on Design

Obviously I should have pulled this series of concept-studies together before embarking upon the 'Windermere-39' Sequence. Several good and bad reasons to quote – which I won't.

This all began in the Feb'14 issue of MAIB, Vol.31, No.10. The six layouts are based on the 22'6" x 8'2" original 'CHAMPLAIN-22' – but here with 5'6" added to her stern. This allowed a

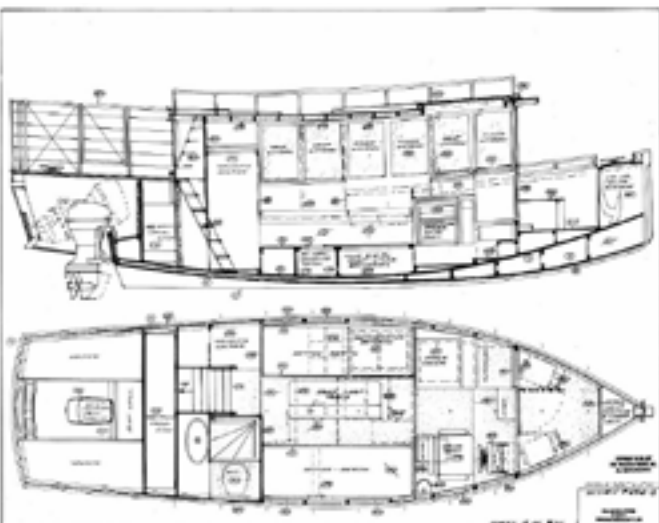
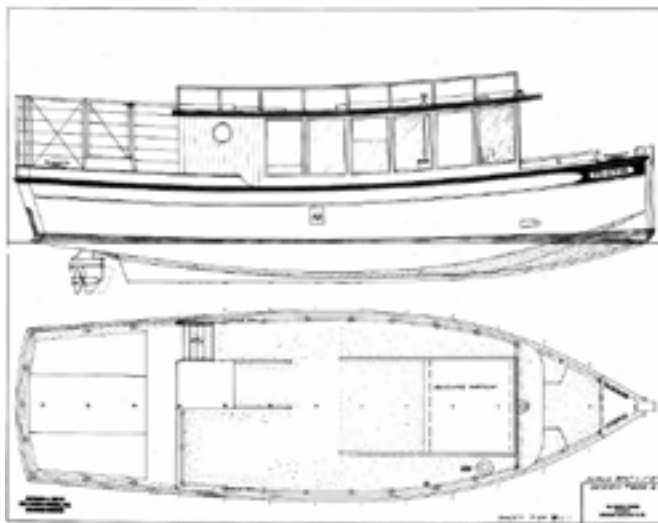
significant increase in her displacement, and thus carrying-capacity – always good in a cruiser. Irresistably, this invited a good range of uses, layouts, aesthetics, likely even cost-structure.

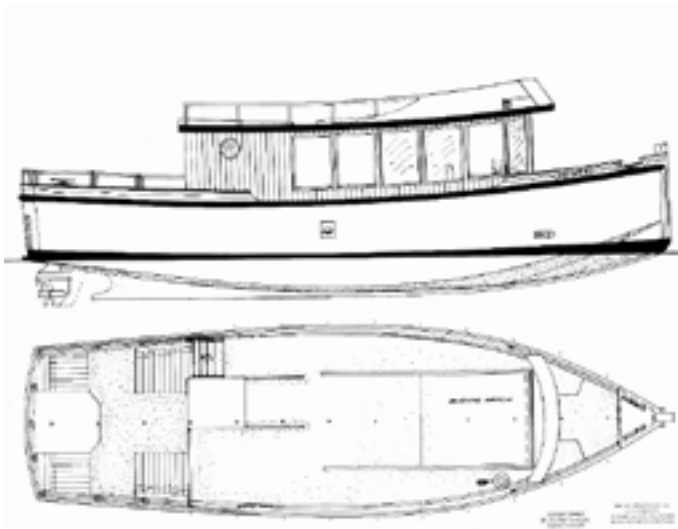


The model below was featured first on pages 50-51 in the Feb'14 issue, thus to be called **Model-1**. She primarily offers a bigger head, and quite an attractive flush afterdeck, along with the well-protected roof-area for both sun-bathing and storage of inflatable craft, surf-board, perhaps a kayak.

While the original CHAMPLAIN did well with a 10HP large-prop outboard, shown here is a 25HP unit. Others would insist on 50HP or even a Diesel Sail-Drive. She'd be happy on a twin-axle trailer, drawn by a mid-size SUV, ¾-ton truck or Van. Even old 'clunkers' will do for the few miles

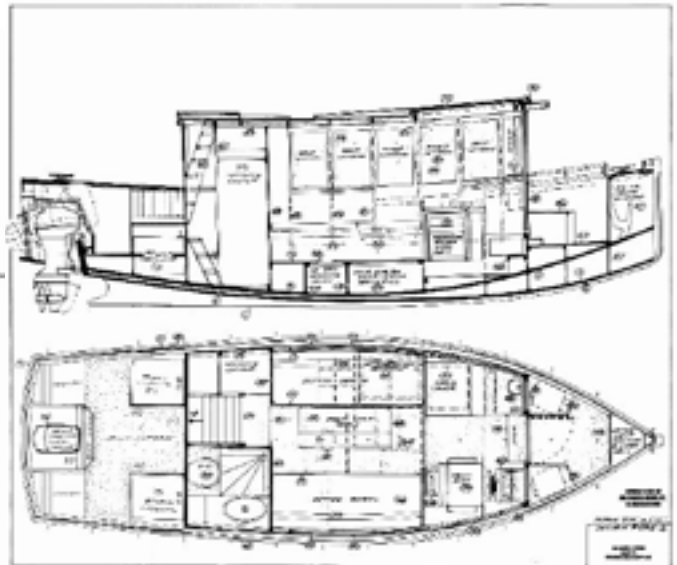
every year at whatever mad fuel-consumption hauling themselves and this load around. Of course, ambitious folks may produce a lengthy list of road-accessible cruising destinations that may easily cover much of the 49 states and the salt-water and fresh-water coastlines of our Canadian neighbors.





The March '14 issue (Vol.31, No.11) featured across pages 43-45 the lines and a few photos of CHAMPLAIN-22 for context, along with **Model-2** and **Model-3**.

Model-2 is not shown here because it is so similar to **Model-1** with the same interior-layout and high after-deck, except for the visor on the forward end of her house-top and the raised coaming between house and stem, just like **Model-3** forward.



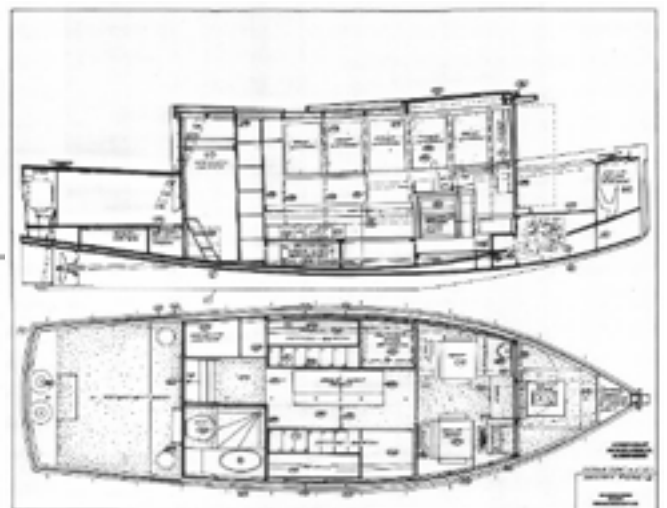
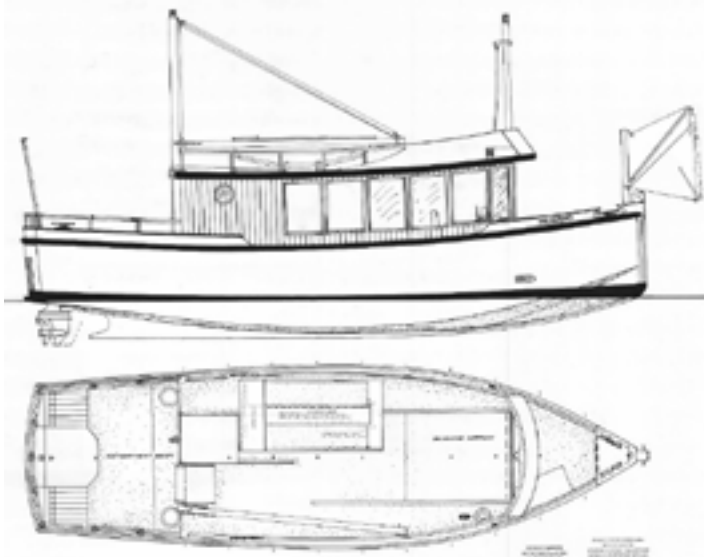
Model-3 however features the outboard moved aft against her transom to open up a much lower self-draining cockpit, with built-in seats around the outboard-box and over the fuel-tanks.

Her cabin layout still is very much based on CHAMPLAIN-22, including that convenient (for older bones and kids) easy access to the bow-cockpit to deal with ground-tackle.

April '14 (Vol. 31, No. 12, pp.34-35) takes the theme further with Models -4 and -5. **Model-4** uses the volume under the cockpit for water- and waste-water tankage, with 2x 50-Gallons fuel-tanks under the dinette, both flanked by sturdy battery-banks. With fuel-tanks forward, the cockpit ahead of the outboard-box opens up to allow two loose folding chairs, or just standing-room for, say, fishing. The ladder up the roof is now longer and located over to starboard, barely intruding into the

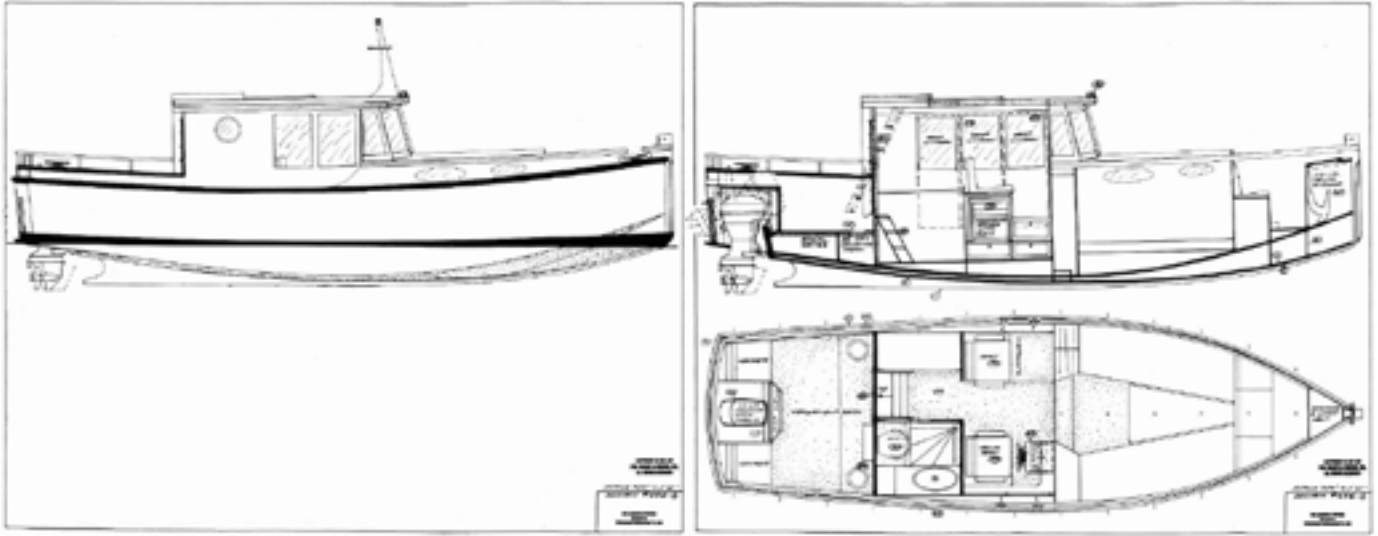
head over the 'head'. The hard dinghy up there is managed with that stout free-standing mast and the boom which together should allow lifting the dink from either side despite the asymmetric position of that mast.

Model-5 proposes a modest 27HP diesel in that boxkeel under her raised bow-cockpit-sole to turn a long prop-shaft right under her floorboards, blowing a conventional rudder.

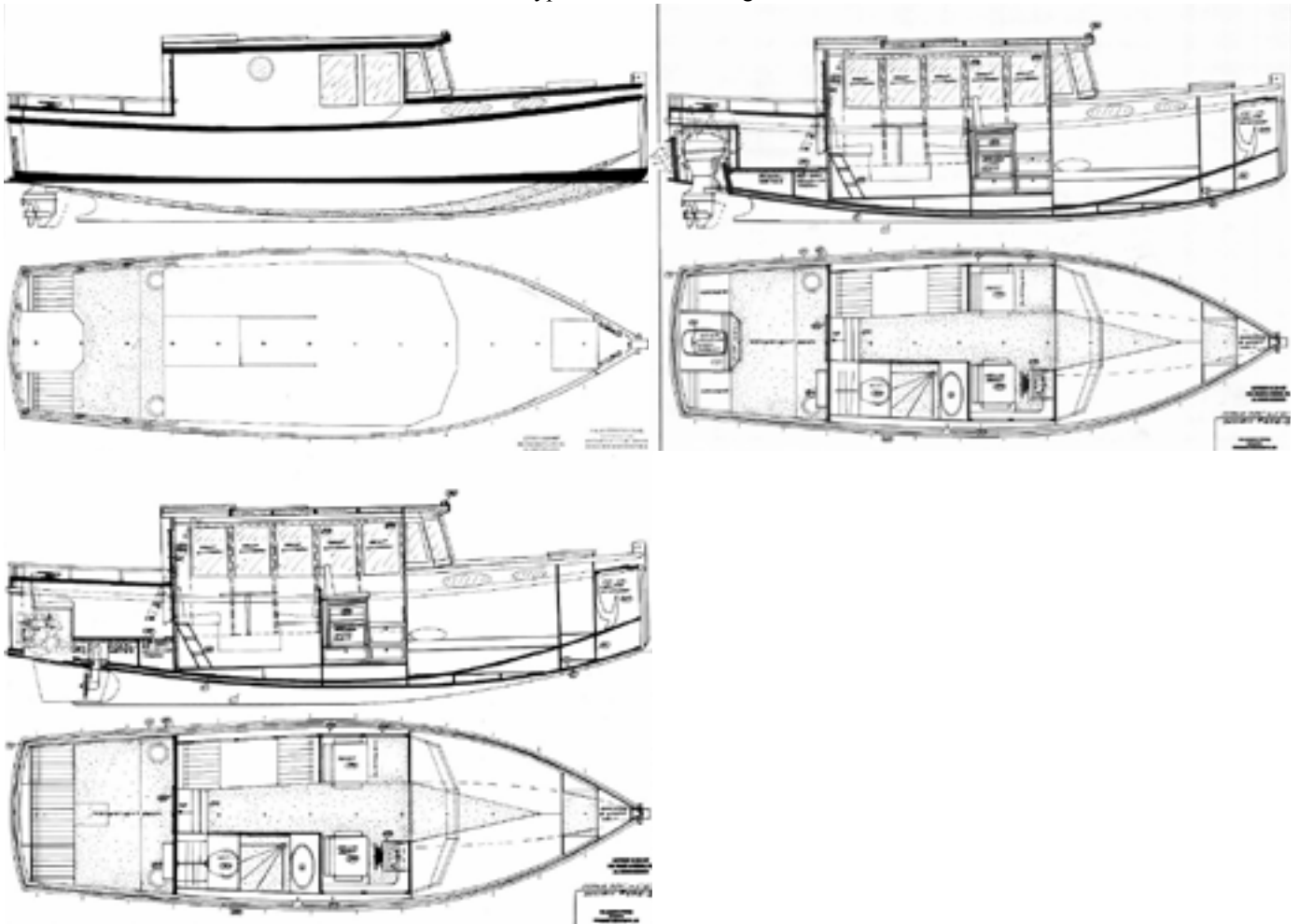


Model-6 (May '14, pp.26-27) retains the aft-cockpit and the 'wet-cell'/head but really departs from the original CHAMPLAIN-22 layout. With much less internal volume, but therefore also much less relative 'windage', here we have a raised-deck - or modest

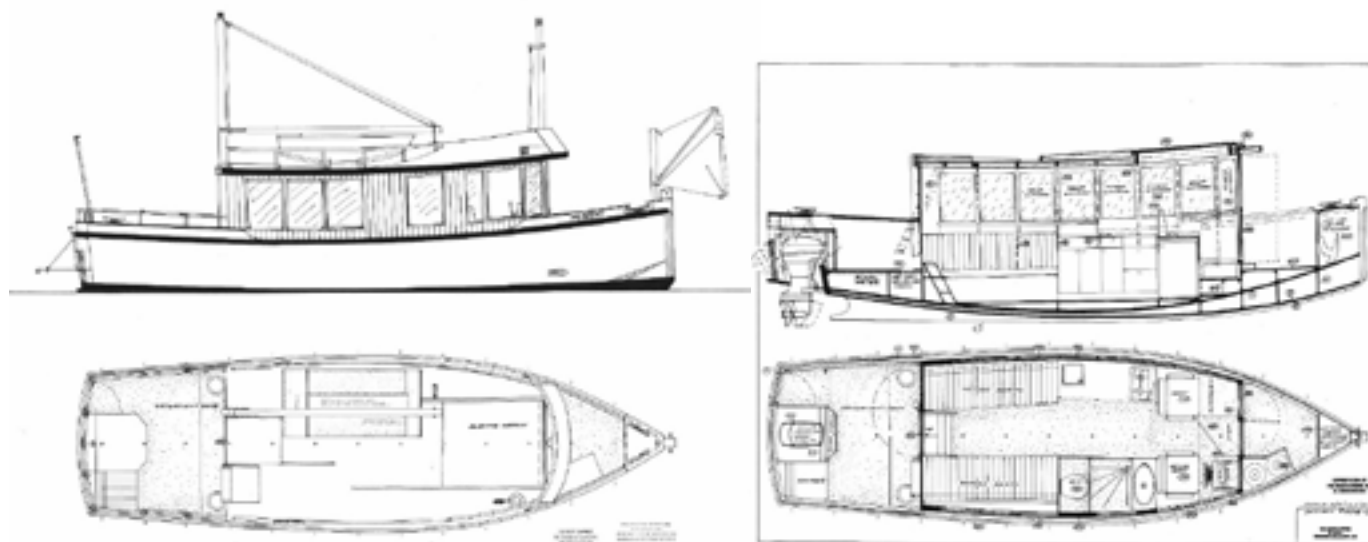
trunk-cabin forward - with two bunks, plus a two-seat bow-cockpit, just the two seats in the house, with the galley across from the head. Interestingly, both 'Glasshouse'- and raised-deck profiles emerged in the early days of power-boating.



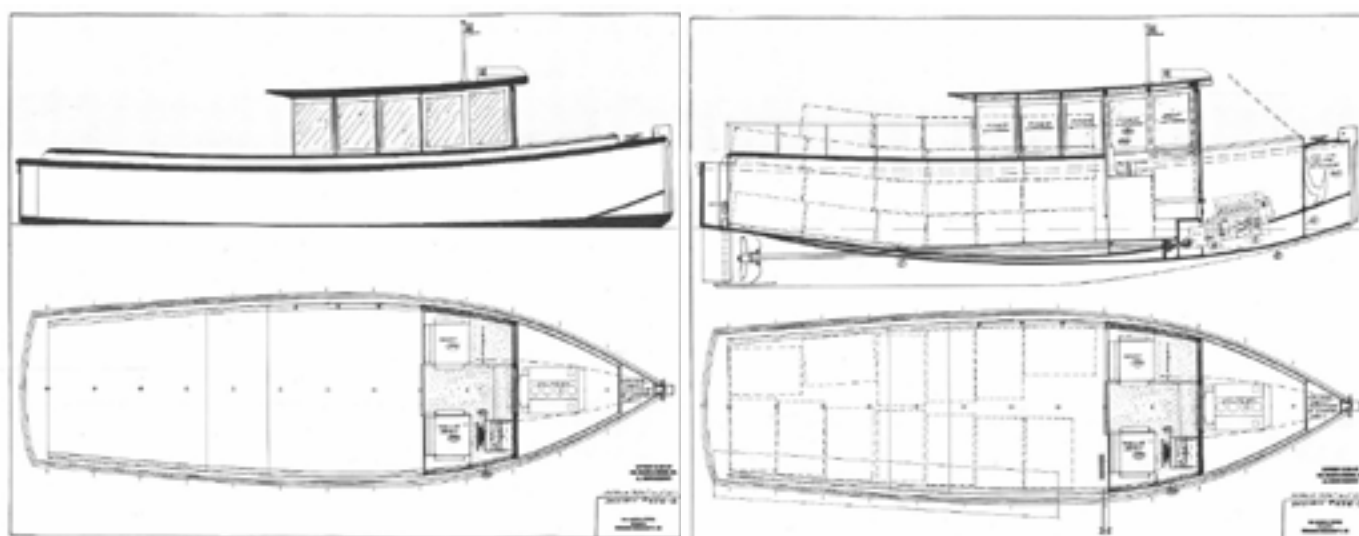
Model-7 (June'14, pp.46-47) eliminates the bow-cockpit and raises the fore-deck level to allow moving the bunks forward to open up the wheelhouse for a 1+1 dinette to port, with the modest galley-functions under the forward-facing seats as in CHAMPLAIN-22. Model-7 also features a stern-mounted 27HP diesel C-type Sail-drive blowing between two oversized balanced rudders.



Model-8 (July'14, pp. 38-39) was referred to as the 'Party-Barge'/Committee Boat/'Bro-Cruiser' with about as much open full headroom accommodations as likely possible on this 28' hull. There is a decent-size private head, with a fine galley across for those refreshments or even serious cooking. And between a fold-down stern-platform, a transom-gate to port, and likely a 50HP large-prop outboard, she should be just fine to tend to and eventually tow home a becalmed fleet of 420s or Optimists. And she'd certainly be a decent cruiser for two valuing a shared travel-experience - but without any interest in sharing the mattress.



Model-9 (August'14, pp.36-37) is a very sober exercise based on a larger 60-75 HP air-cooled and dry-exhausted 4-cylinder diesel-engine placed way forward, geared to swing a 20-22" propeller ready to drive a heavily-laden work-boat with whatever daily duties, and standing ready to swing a larger alternator or two, a clutched compressor perhaps, a welder-generator. Shown here as an example of hard work is a load of about 50 3'x2' lobstertraps making the most of that 16-foot long open cockpit, lifted by a hydraulic-hauler, driven by an engine-mounted clutched pump. You certainly could make her look a bit prettier without much impact on her capabilities. Whatever the looks and finish, she's not complex to build fast to high standards of ruggedness.



This sequence of layouts emerged as a good exercise on what the same hull could offer to folks of very different interests, needs and even budgets. CHAMPLAIN-28's 5'6" shorter sister CHAMPLAIN-22 has already proven herself across a growing number of hulls in the US and Canada. Adding that longer stern only makes that hull a bit faster, carrying extra load as well, all on the longest waterline and broadest shoulders for her overall length and beam. As mentioned in the August issue, there could be more layouts...

I had expected to end Chronicle #15 triumphantly relating the successful sea trials of the newly outboard powered *Ellie-Xander* and her home-made plug in motor mount. However, having run up the word count to a shocking figure, even by my lavish standards, I decided to take pity on our editor and break it up into two segments. So, picking up where I left off...

Having previously read the operator's manual, I moved the push pull throttle control to the position recommended when starting the motor. As further instructed by the manual, I used the "Prime Knob" to fire couple of snorts of fuel into the carburetor, thereby alerting the 2.5 horses that it would soon be time to do some work. Then I gave a mighty heave on the starter cord.

Did I mention that it's a direct drive motor? On the third pull of the cord the motor started. It being a direct drive motor, having no neutral gear position, I was expecting a slow chuffa chuffa chuffa and a gentle nudge forward. What I got was a hugely alarming roar, an impressive cloud of blue smoke and a bow lifting surge of acceleration. The twisting moment applied to the motor mount by the thrust of the propeller was sufficient to shear off the top four screws of the mounting block to which the motor was attached, causing the motor head to suddenly dive towards the water and the prop to try and hide itself under the boat (out of embarrassment perhaps).

Did I mention that I never got around to fastening the preventer lanyard (the one lying right there under my left foot) to the motor? That would have been the lanyard that was supposed to keep the motor from disappearing into the depths if it ever got away from me while I was perched, somewhat precariously, over the stern and trying muscle it onto the motor mount.

As I was bracing myself to grab for the motor, the still accelerating boat fetched up on its tether (remember the tether and the "convenient piling?" I knew that you would). The abrupt stop pitched me onto my backside. Desperately scrambling back to my feet, I just managed to grab the motor head, drag it back into the boat (OK, sort of into the boat), all the while fighting the thrust of the propeller which was churning away at about $\frac{3}{4}$ max revs. I remembered reading something in the manual about a kill switch. I finally found that and shut down the motor.

That should have been a big relief, except that, with the thrust of the prop removed, the motor was no longer trying to drive itself under the transom and I was now pulling back with waaaay too much force. As a result, I fell backward again and slammed the grab handle of the motor down onto my thumb, splitting off a dime sized flap of skin. In about 15 seconds, with me still wrestling with the motor, *Ellie-Xander* looked like an abattoir. Blood on the motor head, the side-deck, all over the cockpit floor and sharks circling the boat (OK, just kidding about the sharks). You wouldn't have thought that much blood could squeeze through a body part as small as a thumb in that little time. But I digress...

Eventually the motor was subdued, unbolted from the failed bracket and stowed. The boat was freed from the piling, lines brought back aboard and it was mercifully drifting clear of any and all hazards. Then I found a rag in which to wrap my thumb.

Just to establish that I'm not a hopeless idiot, I had brought along the oars. So I

St Mary's Bay Chronicles #16

When Something Goes Wrong on a Boat, It's Never Just One Thing

By Ernie Cassidy
upcloseconcerts@eastlink.ca



shipped those and started rowing around the big wharf to the berth. This was a lot less satisfying than it was when I wrote about it last year. Remember the breeze I mentioned in Chronicle #15? It seemed to be enjoying the spectacle and more of it showed up to watch. Rowing as determinedly as I was, for as long as I did, on a flat calm day, I'm sure I would have made it to Grand Manan. In fact, I made good about 1,200' over the bottom, wishing I hadn't put the mast up.

After an hour of arduous rowing I had nearly reached the float that will be *Ellie-Xander's* new summer home this year. This is the float furthest in from the entrance to the marina, the one I was assigned by the Commodore because he'd heard that I now had a motor. Someone needed my old berth for a deeper boat, pretty much every other boat in the marina apart from his own Whitehall pulling boat.

I was about 30' from the float when, over my shoulder, I heard, "Haven't you got a motor for that thing yet!?" I looked up to see Russell. Russell!

Right, that Russell, from Chronicle #8. I thought he was living in St John, New Brunswick, and didn't even recognize his boat when I rowed past it. Of course, by then I probably wouldn't have noticed a Forrestal-class aircraft carrier in his berth. Anyway, there he was, big as life, grinning at me from the float adjacent to the one I was aiming for.

I replied ungraciously, "Of course I have a motor. It's under the damn bench, right behind me! It's covered in blood." That put his jib aback for a moment or two. On closer observation of the boat he correctly deduced that I might not be in quite as chipper a mood, just then, as he was accustomed to. Crossing over to my float, Russell caught my mooring line and hauled me the last half dozen feet to the float. He looked at the scattering of dried blood droplets with an insouciance that was remarkable, even for a fellow boater, and seemed genuinely surprised when he saw that

there really was a motor tucked under one of *Ellie-Xander's* bench seats.

"Uhm, what happened?"

"Problem with the homemade motor bracket."

"Homemade motor bracket?"

"Don't start with me."

Once tied off to the float, I remembered the thermos of tea. All nautical calamities appear less calamitous when I can finally sit down and have a mug of tea. Rum would have helped, too, given the increasingly "noisy" thumb. However, being ex US Navy ("ex" as in 1966-69), I run a dry ship.

After another half hour of putting away, squaring away, adjusting the mooring lines and spring lines, and with my thumb now throbbing in a truly attention getting manner, I headed for the ramp up to the parking lot. I remember thinking, "There probably won't be much guitar playing for the next couple of days."

Just to rub salt in the wound, as I went up the ramp I looked over my shoulder and noticed that, in my haste to speed my good Samaritan on his way (the one who had helped me get the mast up), I had forgotten to remove the red flag securely lashed up near the mast-head. This is required by the motor vehicle act when towing an item that projects several feet beyond the trailer. This meant the mast would have to come back down, with *Ellie-Xander* afloat, something I'd not tried before. Otherwise the halyard would jam when the mainsail was about two thirds of the way up. I knew this from experience (don't ask). Arrrrgh!

Results of the first on the water day of the 2014 boating season: topping lift and lazy jacks a great success (yaaaay!), especially when rowing (arrrrgh!); homemade motor mount a mitigated disaster. Definition of mitigated disaster, at least I saved the motor. Disaster would have been watching the motor disappear into 10' of salt water while running and still attached to the fuel line. Even if I could come back and recover the motor, salt water is death to main bearings. Unmitigated disaster would have been watching the motor disappear into 10' of salt water while still running and with me attached to it.

On the way home, I stopped at the hardware store and bought two $\frac{3}{8}$ "x8" galvanized carriage bolts, with the appropriate nuts and washers.

Happily, Saturday night is Randy Bachman's Vinyl Tap (radio show) and fresh made Marguerita night in the Cassidy Jacques household. The Marguerita never tasted so good and was a marvelous analgesic for my thumb throbbing like John Henry Bonham's kick drum.

Sunday morning, I was up at 7:30am and out stacking firewood until a blazing sun took all the fun out of that work. I retired to the coolness of the garage to do remedial work on the homemade motor mount. The night before I had verified that those frisky 2.5 ponies had sheared off four of the six screws I had used (instead of the $\frac{3}{8}$ " carriage bolts) and would have made short work of the last two if I hadn't managed to find the kill switch in time. Also, the short block of 2"x4" that the motor clamps to had split nearly in two.

I had cut a new block and laminated a piece of $\frac{3}{8}$ " plywood to its face to reinforce it against a similar splitting force. This also reduced the number of turns it took, in the somewhat confined space, to seat the engine's clamp firmly to the block. I clamped the new block between its supporting arms, dug out my brace and ship's augur and bored for those two carriage bolts.

I'm not sure what happens to the fibers when wood is pressure treated, but I can tell you that it no longer bores very well. Ship's augurs are meant to bore long, straight holes and are usually very good at clearing the chips thus produced. Alas, not so well in treated wood. About every 2"-3" I had to back out the bit, clear the tightly compacted chips and shavings from the spirals of the augur with a small screw driver and then run it back in to go the next 2"-3". It took less than an hour to get the revised bracket assembled.

"Revised" is hardly the proper word here, the "revision" was simply rebuilding the thing the way I knew I should have in the first place, but was too impatient to go try it out. Calls to mind an old aphorism. Act in haste, repent at leisure.

It was a hot day, with light winds, so after lunch I set off for the marina to have another go. My intention was simply to test the motor mount and see if the Evinrude would start at a lower (hopefully much lower) throttle setting. The first mate decided she was more interested in a siesta than sitting on the dock watching all this happen. That may have had more to do with my recounting of the previous day's adventures and the blood stained jeans in the clothes hamper than any need for an afternoon snooze. I've not managed to convince my Kathy that bleeding is not, in general, cause for alarm when a guy is building gizmos and trying them out. It's usually an indication that things are moving successfully along and approaching completion. But I digress...

When I arrived at the marina, the tide was just at the right height to put the red warning flag at eye level when standing in the parking lot. So it was the first thing I saw when I looked towards the boat. Arrrgh! Happily there were other folks puttering around on their vessels, looking after all the small chores for which boats seem to generate a never ending demand. With help available,

the first order of business was getting the red warning flag off the mast.

I was playing with the mooring lines, trying to align the boat so that the mast wouldn't come down on top of my float neighbor's boat, one of those big, expensive boats that I try to avoid bashing into. When he came out and asked what I was up to, I pointed to the flag, told him I needed to drop the mast to get it off and I didn't want to drop in on his boat. With a hearty laugh he said, "Oh, don't fuss about that! Just drop it right on my pulpit."

Another fellow boater crawled out onto the foredeck to deal with the pin and circlip that attaches the forestay to its matching eye at the bow. I stood on the center thwart and lowered the mast, amidst a hurrah's nest of shrouds, halyards and lazy jacks. Buddy got the flag off, the mast went back up and the pin and circlip were reinstalled. The whole operation barely took two minutes, including the time they each spent examining the dried blood all over the boat. I have to admit, it did look as if we'd butchered one of the ship's lambs in there. So once everyone went back to their own chores, I decided it was time to dig out the sponge and swab 'er down.

No one has ever looked at one of my boats and thought, "Ah, now there's a vessel that's kept Bristol fashion," but this was an undeniably worthwhile improvement in the general appearance of the *Ellie-Xander*.

It was finally time to test the rebuilt motor mount. In a state of greatly diminished cockiness, I plugged it into the tiller port, set the wedges in place, hung the motor on the bracket and cast off the mooring lines. The wind being in the appropriate direction, I let the boat be swept along towards the entrance to the marina. Once clear of all the big expensive boats, I set about finding the minimum throttle position that would allow the motor to start, all the while wishing ill fortune on the writers of operator's manuals.

The motor caught in the third position I tried, about $\frac{3}{8}$ " off the idle stop and a long way in from the position recommended in the manual. This was still not the gentle chug chug chug I would have preferred, but it was hugely better than the kind of thrust that had resulted from my previous attempt to start the motor. It was, in truth, quite manageable. Enough turns to give reliable steering and move the boat along at a pace that we used to call, on the schooner *Zebra Dunn*, "All Ahead Processional."

My confidence rapidly returning, I soon had the motor up to about half speed. This produced enough forward thrust to really get people's attention, at least if I happened to be headed towards their big, expensive boats. I ran her out the entrance to the marina, executed a few trial maneuvers, then observed a rather nice sailing breeze outside the breakwater. I decided to do a bit of sailing and then complete sea trials.

Circling around into the lee of the big wharf, I unclamped and stowed the motor, unplugged and stowed the motor mount, cast off the sail cover, hauled away on the halyard until the head board shackle was two-blocked and set off for the red buoy.

Two hours later I sailed back into the lee of the big wharf, stowed and covered the mainsail (love that topping lift and those lazy jacks), plugged in the motor mount, hung the Evinrude and motored in a slightly zig zag course back to my float. Even Mr Evinrude's 2.5 ponies have to fight the windage of the mast when bucking into a breeze.

Final verdict: home made motor mount an unmitigated success. It's cheap, functional, quickly and easily removable, just what I'd hoped to achieve.

Having spent the final ten minutes of the return trip practicing what I intended to be a facial expression of unambiguous self-congratulatory haughtiness, it was a bit disappointing to arrive at the float to discover that Russell was nowhere to be seen.



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The front of the school on the day I visited, December 2, 2013. There's already plenty of snow around. Living in the U.P. takes a special breed of individual and one thing is for certain—you must like winter!

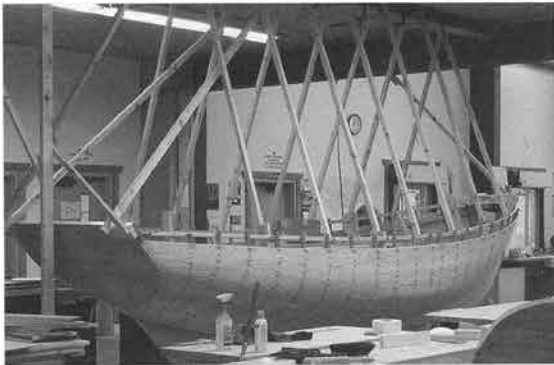
Keeping Our Great Lakes Maritime Heritage Alive

The Great Lakes Boat Building School

By Bruce Niederer

On November 27, 2006 ground was broken on a perfect waterfront site overlooking the Les Cheneaux islands in Cedarville, Michigan in a ceremony that marked the end of a two-year fundraising effort and the beginning of The Great Lakes Boatbuilding School.

The Les Cheneaux islands are a group of 36 small islands, some inhabited during the summer months, along a 12-mile stretch of the southeastern shoreline on the Upper Peninsula of Michigan about 30 miles northeast of the Straits of Mackinac. Les Cheneaux is French for "the channels" which describe the extensive system of channels in and



Top Right: The school accepted this 20' fiberglass launch as a commissioned job to modify and finish the interior structure necessary to convert it into an electric launch and to install a wood/composite deck.

Top Left: The cedar getting sanded fair before getting coated with epoxy and glassed by second year students: (l-r) Troy Huesdash, Matt Edmondson, Kris Kindt and Del Jacobs. The Roberts Runabout is mahogany veneer over plywood. Bottom Left: The upright build is a Harry Bryan design named Katie. All first year students begin by learning to build using a "right-side up" technique.

Bottom Right: A Garvey work boat—a 16' design that utilized the scantlings from the original 19' 7" design built at the Mystic Seaport Museum. It will be driven by an outboard engine mounted in an inboard well and, like the original, it will help move GLBBS boats. This build is a replica of a 100-year-old design sold by the Petoskey Boat Co.

around the islands which make it a popular resort destination for boating and kayaking. Cedarville and its neighbor three miles to the west, Hessel, are small mainland communities that provide marina, lodging, restaurant, camping and shopping amenities to both summer and year-round residents. It's a beautiful and historic setting to build what has become the only accredited boat building school in Michigan.

The Great Lakes Boat Building School teaches and inspires students in the art and craft of traditional and contemporary wooden boat building, which prepares them for productive and rewarding careers in the marine trades. We strive to contribute to the growth of each student as a person and as a craftsman to impart an appreciation of the maritime heritage of the Great Lakes and North America.

In January of 2007 Patrick Mahon, a master boat builder and highly respected instructor, signed on as Program Director and began work developing a nine month program. The new 12,000 square foot facility was dedicated with a ceremony on August 4, 2007 in honor of the Noyes family, summer residents since the 1800s and a major fundraiser for the project. In September, the school received its Michigan State proprietary school license and the doors opened for the first seven students. In October, North Central Michigan College's Board of Trustees unanimously approved an articulation agreement with the Boat School to establish an associate degree in wooden boat building as part of their Applied Science Degree program. The school's mission statement says it all:

My relationship with the school changed a bit sometime in late 2011 or early 2012 when Bud McIntire, Student Services and Industry Relations Director, asked me to take the spot on the Program Advisory Committee vacated by my friend and retired co-worker Jim Watson. I am privileged to join Sandy Bryson from the Michigan Maritime Museum, Tom Flood a past president of the Antique Classic Boat Society, Brian Nettleton a shop instructor with Detour, Michigan High School, and Steve Van Dam, renowned boat builder and owner of Van Dam Custom Boats. The names and faces have changed over the years on the Executive Board and Technical Advisory Board (which is now the Program Advisory Committee.) For example, Tom Flood has been an officer on the Executive

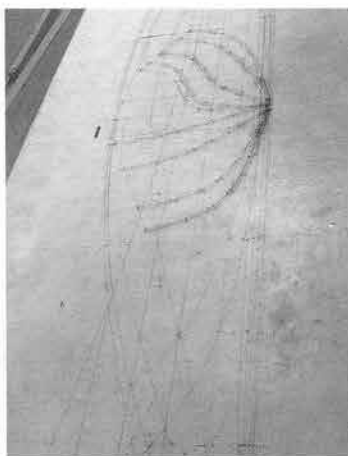


Left: This build is a replica of a 100-year-old design sold by the Petoskey Boat Co. The original boat sold for \$40 in the 1910 catalog.

Bottom Right: This is a cold molded, cedar strip and glass, vacuum bagged hull that was built at the school and had been sitting for a couple years and not getting much attention—so Andy bought it for himself. He's in the process of adding floors and interior structure. Eventually, it will have a cuddy cabin and be powered by a 15–25 hp outboard engine. Perfect for toolin' around Les Cheneaux.

Left: This boat was found somewhere in Michigan and given to the school. The students had to work to get the boat back on its lines so they could take scantling measurements and loft the boat to make the replica.

Middle: The full-size lofting diagram.



Board, a director on the board, a director on the Tech Board and now a member of the program committee. The school has been very fortunate to have many such involved and talented people each of whom has contributed to the wise guidance of the school, from accreditation to financial viability. The value of proper management as a key to the success of the school cannot be overstated.

So enough about the history, let's look at what's happening in the shop now for the 2013-2014 school year. I took a little drive recently up to Cedarville—a paltry 452 mile round trip—to visit, take some pictures and do some research for this article. (To Michiganders, “up” or “up north” means heading some place north of Bay City or West Branch, depending on how far south you start). I was met by Pat and second year instructor Andy James. Pat was busy with first year students so Andy gave me the nickel tour and explained each of the current projects they are working on.

We began my tour by looking at a commissioned project that the four second-year students were working on which is an 18 ft. Runabout designed by Tad Roberts. What was originally commissioned as a 16 footer became an 18 footer

on the urging of Andy, Pat and other staff. Andy explained that after looking at the lofting, a skill that all the student's experience, the lines just looked better at 18 feet and they convinced the owner they were right. Built using $\frac{3}{4}$ " cut plywood frames, the boat will be stripped with $\frac{3}{4}$ " thick cedar to the chine and glassed, the sides will be $\frac{3}{8}$ " plywood lap strake.

An impressive and prestigious project that was finished last year was an authentic whaleboat to be used as one of a fleet of eight such boats built to support the restoration project of the last remaining wooden whale ship and oldest American commercial vessel in existence: the Charles W. Morgan. The restoration of the Morgan has been taking place for years at the Mystic Seaport Museum in Mystic, Connecticut. Pat and his wife Lisa, Bud, and second year graduate Ed Greiner delivered the completed boat to Mystic in June of 2013 where it was on display at the GLBBS booth during the Wooden Boat Show. The boat, built by the class of 2013, is now on permanent display at the museum. You can learn much more about this project on the school's web site glbbs.org/Boats/Whaleboat.

Kees Prins was instrumental in the building of the whaleboat which was accomplished using only



Top Left: The mill shop where wood is stored and machined.

Top Right: The whaleboat was launched at the public dock in Cedarville during last year's graduation ceremony.

Left: The view across the channel at a vacation home boarded up for the winter. I'm told none of these houses are insulated for a U.P. winter and sit empty until spring.



the tools and technology available at the time. No power tools, no epoxy, not even sandpaper. The finish was achieved using planes as would have been done by builders in 1841 the year the Morgan was built in New Bedford, Massachusetts.

At the WoodenBoat Show in Mystic, Connecticut, the legendary Willits Ansel, who is regarded as the definitive expert on this unique American boat, paid particular interest to the GLBBS Whaleboat. Ansel is the author of *The Whaleboat: A Study of Design, Construction and Use from 1850-1970* detailing the history and construction of the vessel. He is also a master shipwright at the Mystic Seaport Museum and commented on the authenticity of the GLBBS whaleboat. Quite a compliment and accomplishment!

Good management plays an important role in the success of the school. Another example of good planning and foresight are the Summer Workshops held at the school while the students are on hiatus from their daily studies. The school runs a non-stop calendar of two-week seminars that include projects that range from metal casting to women's woodworking to lofting and name board carving, in addition to 10 or more different boat building projects. The school has developed a good relationship with Chesapeake

Light Craft (CLC), the largest supplier of kit boats in the US, building many of CLC's designs such as the Sassafras canoe, stand up paddleboards, plus a number of kayak designs.

Finally, the real measure of a successful school is whether or not the graduates find work in the marine industry. Bud has told me that the school has a placement record for students interested in making a career in the marine industry of near 85%. Some students never intend to work in the industry—they may be interested in building boats as a hobby or a private business. That's an pretty darn good success rate. A partial list of businesses that have hired GLBBS grads is Tiara Yachts in Holland, Michigan, Van Dam Custom Boats in Boyne City, Michigan, Maritime Classics in Traverse City, Michigan, Brightworks Boatworks in Madison, Wisconsin, the Chesapeake Bay Maritime Museum in Maryland, the Danish Maritime Museum in Denmark, and Mertaugh Boat Works in Cedarville, Michigan. Ed Greiner has opened his own shop Liberty Call Boatworks in Grand Haven, Michigan.

If you are interested in learning more about the Great Lakes Boat Building School or possibly becoming a student please visit glbbs.org. ■



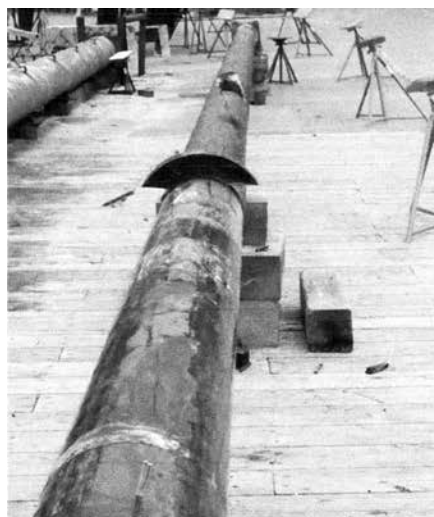
Schooner *Bowdoin* Gets a New Mast

By Phil Maynard
Reprinted from *The Mainsheet*
Newsletter of the Delaware River
Chapter TSCA

While I was in Castine, Maine, for a week long landscape painting workshop, the schooner *Bowdoin* was getting her mainmast replaced. It would have been cool to be able to see it every day to watch progress.

Ship Facts

Length Overall: 88'
Beam: 21'
Displacement: 66 tons
Draft: 10'
Hull: White oak
Deck: White pine
Power: Gaff rigged sails on two masts; auxiliary diesel engine: 190hp Cummins
Masts: Douglass fir
Sails: Oceanus
Rigging: Gaff rigged schooner, bald headed, knockabout
Anchors: two 500lb fisherman, $\frac{3}{4}$ " stud link chain
Navigation Equipment: radar, GPS, INMAR-SAT-C, VHF and SSB radio
Speed: Under Sail: 10 knots, maximum;
Auxiliary: 7 knots, maximum
Crew: 16
Designed by: William Hand
Launched: 1921, by Hodgdon Brothers Shipyard, East Boothbay, Maine
Cost When Built: \$35,000
Completely rebuilt in 1980-84 at Percy & Small Shipyard, Maine Maritime Museum, Bath, Maine
Special Features: Ice barrel at top of foremast, reinforced and designed for ice work and Arctic exploration
Voyages North: 28 north of the Arctic Circle, four times wintered over, frozen in ice; sailed from Wiscasset and Boothbay, Maine (two such voyages since owned by Maine Maritime Academy)
Length of North Voyages: One year to two months
Safety Features: Fully USCG certified as a sailing school vessel and passenger vessel
Current Owner: Maine Maritime Academy, Castine, Maine
Homeport: Castine, Maine
Prior Owner: Schooner *Bowdoin* Association.
Schooner *Bowdoin* Website: <http://sailtrain.org.mma.edu/>



History

Made 26 voyages to the Arctic between 1921 and 1954.

Served on US Navy Greenland patrol during World War II.

Adm Donald MacMillan, her skipper, became internationally known for his explorations in the Far North and received the Hubbard Gold Medal of the National Geographic Society, 1953.

Designated Maine's official state vessel by the Governor and Legislature, August 4, 1988.

Flew National Geographic Society's flag in Op Sail, 1986.

Purchased by Maine Maritime Academy from the Schooner *Bowdoin* Association, 1988.

Designated a National Historic Landmark, 1989.

Sailed to Nain, Labrador, in 1990, first voyage to the North since the 1950s.

Sailed to Disko Island, Greenland, in 1991, 150 miles north of the Arctic Circle.

1992 cruise: New England and the Canadian Maritimes.

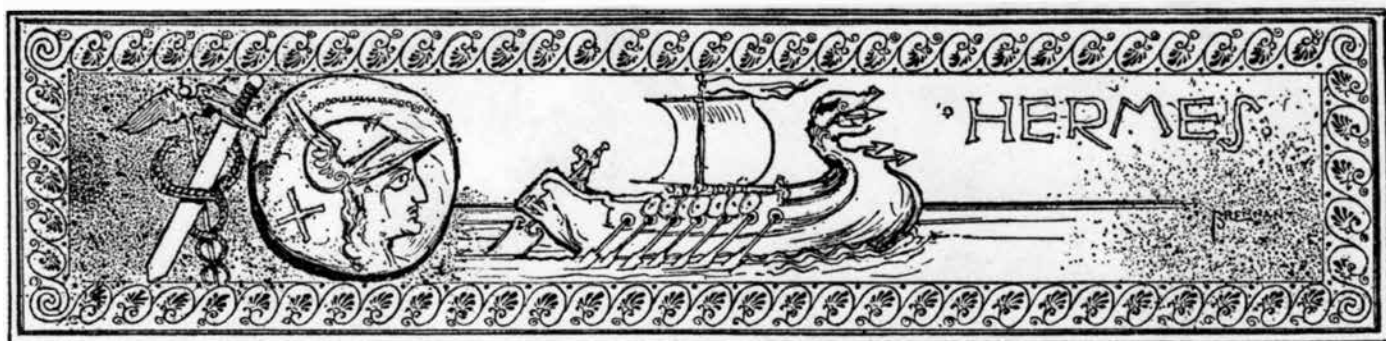
1993 cruise: Nova Scotia, Newfoundland, St Pierre, Miquelon.

1994 cruise: Umanaq, Greenland, 250 miles north of the Arctic Circle.

1999 cruise: Newfoundland and Labrador.

Purpose Today

To provide sail training for Maine Maritime Academy students and the public. To aid in recruiting and community relations.





HISTORIC CRAFTSMANSHIP

August Events at Our Shop



August 21: Driving in Style: Early Powerboats of the 20th Century A Presentation by Emmett Smith

Roughly 100 years ago, just as automobiles became fast, reliable and enjoyable to drive, motorboat design came to follow the same trends. In the early auto boats the driver sat in a forward facing chair with the familiar steering wheel, shift lever, gauges and throttle controls of a contemporary car. It was a monumental shift in the experience of driving a boat and the boats became more performance-oriented, rather than simple conveyances.

Emmett Smith, curator of the Antique Boat Museum, told us about the development of these boats in terms of comfort, hull design and engine, and how the concept morphed into the now familiar runabouts of the 1920s and 30s.

Examples of the boats Mr Smith discusses were on display at the boatshop during the presentation.

Reuben Smith's Tumblehome Boatshop
684 State Rt 28, Warrensburg NY
Exit 27 from I-87
Follow Signs for Rt 28/North Creek
Hope to see you there!



Gadfly is Relunched!

The Antique Boat Museum's 33' 1931 Hutchinson Commuter has been in the boatshop at Tumblehome for restoration, using the same construction methods as originally built. She was relaunched at the start of the 50th Annual Antique Boat Show & Auction at the Antique Boat Museum in Clayton, New York.



Crew of Ariel, Raquette Lake, 1885 —Photo courtesy of Adirondack Museum, Blue Mountain Lake

August 28: "Canoes Seem Made for Girls" A Century of Women in Boats A Presentation by Hallie Bond

In the 1860s "Adirondack" Murray promoted the Adirondacks as a place where women could enjoy the wilderness without the "necessity of physical exertion" because they could hire a guide to row them around. A century later Anne LaBastille inspired women to paddle themselves around, celebrating their independence and fitness.

Historian and author Hallie Bond presents a look at how women between Murray and LaBastille discovered new ways of dressing, new relationships with men and women and the Adirondack wilderness when they "paddled their own canoes," rowed their own guideboats and sailed their own sloops.

Examples of some of the small boats Ms Bond discussed in her presentation were in the boatshop.

Saturday Shop Talk October 11 and November 8

One Saturday morning each month (usually the second Saturday), Tumblehome Boatshop opens its shop doors to the public and they talk shop. During these informal events, the event takes place from 10am until 12noon (so there's coffee and muffins) Reuben will talk about each of the wooden boats on the shop floor, typically there are between four and six boats on the shop floor at any given time, such as a Lake George Row Boat, a 1926 Sound Inter Club sailboat, a 1920s Fay & Bowen runabout, this shop works on a wide range of boats.

Reuben discusses the boats' histories and the work being done to them. People are encouraged to ask questions about their own boat projects, too. This shop is happy to share information and experiences in restoration and construction techniques, products, and processes.

These events are free to the public but registration is requested. Email cynde@tumblehomeboats.com. Call (518) 623-5050. Website: www.tumblehomeboats.com



Messing About in Boats, October 2014 – 45



I'll call this one "Chuck in a Duck." A dozen or so guys went on the Texas 200 this year in Puddle Ducks. I can't imagine going on this race in anything other than my air conditioned *Helen Marie* and these guys were in tiny little 8' boxes for 200 miles in two million degree heat and hurricane winds and 6" of water. There were a lot of other kinds of boats there also and they were only slightly less crazy than the "duckers." According to reports all of the Ducks broke everything that could break and all of them finished. And you thought the Everglades Challenge was hard. I think the boat festival Chuck's organizing in Port Aransas in October will be more civilized for those of us who like accommodations above the caveman living in a volcano state.



Here's that little boat Pop-I was building, not quit as small as advertised but still pretty small knots for an old man to be tying. He's advised me several times that this is the only kind of boat any rational person would even think about owning. The maintenance and upkeep is minimal. And almost anyone can afford the cost of material to build one.

From the Tiki Hut

By Dave Lucas



Someone was finally smart enough to buy the best 16' Melonseed ever built. This is the one with the foam hull that is indestructible. Here you see me and Laylah trying to sink it. It's mast was a little to fat so Fland's taking it down to the proper size, 3" at the bottom and 2" at the top. He's going to have so much fun with this one, I can see him surfing it in on Jacksonville Beach.



Lenna came by the shop and caught some of us working on our boats, Pop-I is really starting to make sense. Stan's going great guns on his Junk.



I'm climbing down for the thousandth time from making repairs on my back hatches that some dumb ass did a crappy job sealing the edges. How is it that water can find its way into a hole that you couldn't squeeze an atom through and then go back and invite all its friends to come in and rot it out from the inside. I almost forgot, I think I've finally gotten enough cooling in *Helen Marie* to beat the Florida summer heat. The third and largest air conditioner to go in, 8,000btu, seems to do the trick and it doesn't require much more power from my generator than the original 5,000btu did, these things get more efficient every year



Some more things you don't see every day. Marian says that her three masted schooner stand up paddleboard kayak thing works really well. Whoever figured out how to sheet all three while not turning over is someone I'd like to meet. However, I want to see a picture of her actually going in some wind before I get too excited.



This old picture is of my brother and I sailing a twelve square meter sharpie back in 1961. These boats were in the Olympics back in the day as the two man non spinnaker dinghy class. Talk about a thrill, 20' long, 4.5' wide, flat bottom with 140sf of sail. Notice the wishbone tiller and the unusual mainsheet block arrangement.



Another simple boat, if you don't count the hydraulic pumps and such, the Megayacht's still coming along. We should be able to drag it out with about 2" to spare. We can't finish the roof till it's outside. Howard made a major effort and cleaned out the decades of built up stuff down in the cabin.



Crazy Steve's trying out one of the seats while giving some of his rarely informative and always useless bits of information about a distant Canadian relative. Or maybe he's talking about the slug who's suppose to be finishing this ocean racing canoe. I did make some cool looking hatch covers and it only took six months. Maybe I should go back and read that bit of advice on how to finish a project.



If you go to the Mid Atlantic Small Craft Festival in October you may see Tom Shephard there. This is him in a boat called a Tuckup that's known for its complete lack of stability. The thing is a long skinny boat with about 4" inches of freeboard and a big sail. He offered me a ride in it once and said I couldn't get in 'til we were ready to go because it would sink unless we were moving. I got the impression that we'd capsize and sink if we were moving. If you see this one start to go out, Barry, get a video of it turning over, or better yet, go out in it with him.



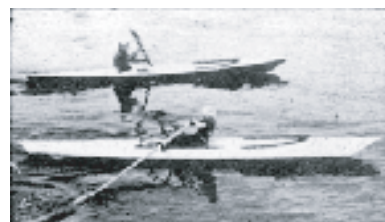
In case you're wondering, here's Richard Honan's first *Proud Mary*, a big over canvassed centerboarder. This is right up there with the best of them as far as being a beautiful boat. I'll tell you what she is as soon as he tells me. Richard must really know what he's doing to drive this beauty rail down through a fleet of moored boats. Either that or his main sheet got jammed and he's hanging on for dear life hoping not to luff up into anyone.



Richard Tells Us What She Is

The *Proud Mary* is a 24'4" one design Raven designed in the late 1940s. 24'4" LOA, 1000lbs gross weight, 320sf of sail, centerboard (no keel). Mine was built in 1958. A very active one design in the '50s, '60s and early '70s. They were sailed basically in the Northeast with fleets at the Coast Guard and US Naval Academies. With all that sail area and weighing just 1,000lbs, it flies in light air, but once the wind picks up to the high teens or twenties it needs a lot of meat on the rail. I've had eight or ten bodies on the rail in 25 knots of wind and we still couldn't hold her down. 14 knots of speed is not unheard of. I typically sail it singlehanded. I've owned her for 30 years.

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Barry Long asked me about working with foam, hoping for a simple answer. Here it is and it's not too simple. A strong lightweight shape can be created if some care is taken. Looking for a simple answer? That's like asking how long is a rope. And as we all know, nothing is simple. The white foam is cheap and its open pores hold epoxy easily, but the foam is not very strong so several layers of glass are needed to do much. We use this when making a boat hull that's going to be heavily glassed and totally sealed.

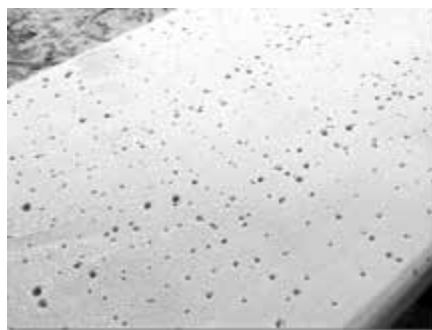
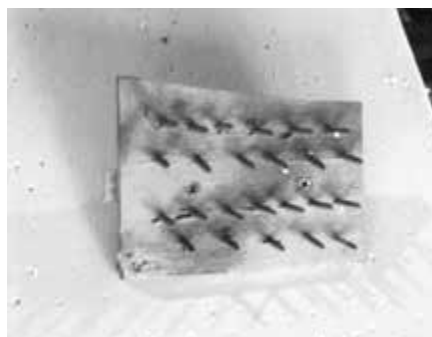
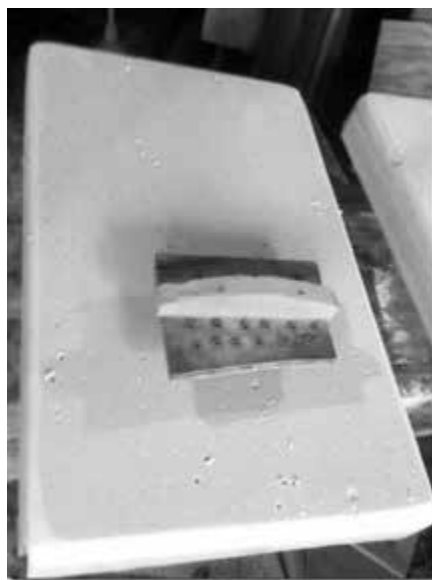
Good timing, I'm in the process of making hatch covers using blue foam right now. The blue foam is much stronger, pretty much totally waterproof, but its tight, smooth surface isn't too good for sticking glass to. The epoxy sticks just fine but it's easily peeled off along with a microscopic top layer of the foam. If glass is laid straight onto this foam, hand size bubbles in the cloth will appear later where something has caused the glass to lift, maybe heat. Barry did his usual detailed research and discovered that the hard, dense blue or pink foam contains a gas inside from its manufacture that may come out and cause these bubbles. The white, less dense, foam doesn't seem to have this problem.

In order to prevent that from happening the surface needs to be roughened up so the epoxy goes in deeper to hold better. We've tried sanding with rough sandpaper but this custom tool works best for me. I just go all over the surface and jab a lot of holes down into the foam, not too complicated. It goes real fast. After the foam crumbs are swept off glass could be laid right on top but that would be way too easy and won't work. There'll just be a bunch of air holes under the glass. Some epoxy has to be poured on and spread around to fill the holes.



Lightweight Foam Construction

By Dave Lucas



Filling the holes sounds easy, doesn't it? It's not. Epoxy is just thick enough to not want to go into the holes, it doesn't run in like water, it has to be fooled with and forced in. Now, to really do a super duper job (and I know we all do) I go over the surface with a hot air gun, which will help the epoxy go into the holes and also will roughen up the surface of the foam by melting it a little. If close attention isn't paid, it will melt a lot and then it will become necessary to figure out how to fill big holes in foam (not with Bondo, it'll melt it). After this it can be glassed while it's still wet or done later.

I like to do it while this coat is still wet so the cloth will go on smooth. If it is done later and some bumps appear, for some reason, it's really hard to sand this stuff without screwing up. To really bond the inside glass layer to the outside glass layer holes or slots all the way through the foam can be made so there's a solid connection.

Notice that this is $\frac{3}{4}$ " foam glued to a wooden frame. This is the glue I used for this application and for gluing foam to foam. Since I'm going to run the glass over the edge and down onto the wood I didn't need a strong bond so I just spread some on the edge of the frame and let it dry. This stuff doesn't expand like PL Premium so it doesn't take much pressure to hold it in place. If I'm going to glue foam to wood and need a really strong bond I use PL Premium.



For attaching a trim piece of wood to the edge of the foam that's been glassed on both sides I drill a lot of $\frac{1}{4}$ " holes in the edge of the foam, zip, zip, zip. Nothing fancy, just get a bunch of holes. Then I pack the holes with the PL Premium and stick the wood piece to the edge, securing it however I can until it cures. Since this glue expands a little, it really makes a super strong bond in the foam and it never lets go wood. We use PL Premium for all of our gluing needs when we want a really strong bond, we like it even better than epoxy.

When building a lightweight hull with foam it's better to pre glass the inside panels, glue them together, then smooth and glass the outside. Once they're glued together they can be filled and reinforced just like wood. Stan made a Puddle Duck from all $\frac{1}{2}$ " foam and it weights only 40lbs and it's still around.

I think I've covered most of it, get some foam and practice a little.

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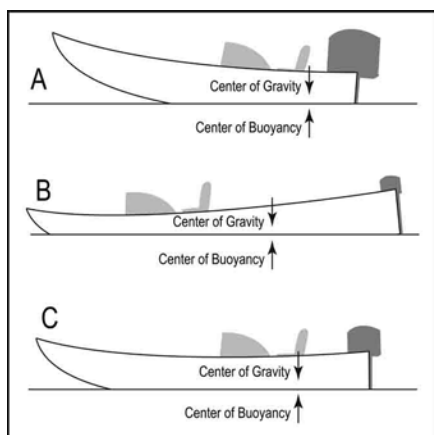
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21st century cruising sailing canoe for savvy sailors
Photo by Bill Ling

Last month we considered Displacement. This month we look at the center of gravity and the center of buoyancy which will ALWAYS align longitudinally when your boat is in the water but if you didn't position them with care you may be disappointed. Figure 1 illustrates the point.

Figure 1



The secret of true happiness here is to design the boat you want and calculate where the C. of G. is, then calculate the C. of B. and if they do not align longitudinally (distance from the bow) then adjust the shape of the underbody and/or move stuff around on the boat. This is why you will find designers putting fuel tanks under the galley floor to help move some weight forward. Big outboards are a special problem as all that weight is at the very end of the boat!

Center of Gravity

We need to take a break here to consider Moments. If you look at Figure 2 you will see Adam is outweighed by his big brother Bill and they cannot play on the see saw. Happily their father is a Naval Architect and he makes a special see saw for them, Figure 3. It's not that Adam has suddenly grown heavier, it is just that he is further away from the fulcrum. This combination of weight and distance is called the moment. Suppose Adam weighs 80lbs and Bill weighs 120lbs. If Bill is 8' from the fulcrum how far (dist) will Adam have to sit?

$$80\text{lbs} \times \text{dist} = 120\text{lbs} \times 8'$$

$$\text{dist} = 120 \times 8 \div 80 = 12'$$

So using this same principle we can list everything that is in the boat (wood, motor, fuel tanks, people, water, etc) and the distance of these items from a fixed point (the bow is convenient because it usually tapers to a point), multiply the weights by the distances and list these moments, add them up, divide the total by the total weight and, hey presto, you have the C. of G.

Figure 2



Float or Sink?

Part 2

By Malcolm Fifer

Figure 3



To illustrate this refer to Table 1. This shows the calculations for the 30 footer we looked at last month. The first column lists everything in the boat. Column 2 is the weight of the item and Column 3 shows the distance of that item from the bow. The moments (Column 2 x Column 3) are shown in Column 4. The total of all weights is 8,716lbs and the total of all moments is 153,678. Divide - moment/weight and the answer is 17.6 which is the distance in feet of the C. of G. from the bow.

Center of Buoyancy

All the moments used to calculate C. of G. are the effect of gravity, downwards. The same procedure is used to consider the parts of the hull that provide buoyancy but in this case the moment is upwards. Let me demonstrate.

We will revisit our table of buoyancy calculations from last month (see Table 2) but this time we have added a seventh column, yes, you guessed it, moments! These are the Displacements x Distance. For example, look at Station 20. This is 20' from the bow and the displacement of this section of the underbody is 805.38lbs, so the moment is 16,107.

The total of the moments (148,146) is divided by the total of the weights (8,779) and the answer is 16.87. This is the distance in feet of the C. of B. from the bow.

This is a good result as the C. of G. was 17.6 so the difference is about 10" (2.6%) but as long as the C. of B. is ahead (but not too

Table 1

	Distance	Weight	Moment
Hull materials	2	350	700
Hull materials	4	350	1400
Hull materials	6	350	2100
Hull materials	8	290	2320
Hull materials	10	297	2970
Hull materials	12	533	6396
Hull materials	14	390	5460
Hull materials	16	390	6240
Hull materials	18	390	7020
Hull materials	20	390	7800
Hull materials	22	533	11726
Hull materials	24	336	8064
Hull materials	26	300	7800
Hull materials	28	390	10920
Hull materials	30	485	14550
Seats	26	50	1300
Fuel 58gals	26	502	13052
2 x 50HP Yam	30	520	15600
Wheel house	12	300	3600
Dining	17	100	1700
Crew	14	450	6300
Head	20	150	3000
Waste tank	23	150	3450
Galley	19	150	2850
Water tank	17	150	2550
Cabin	8	150	1200
Anchor	1	100	100
Propane	3	50	150
Batteries	28	120	3360
		8716	153678
			17.6

much) then that is good enough, it means the boat will tilt backwards very slightly. Let's pretend we meant it to do that!

All this measuring and calculating may not seem like a lot of fun but I would rather know how my boat might perform after I designed it (or modified an old one) than have a surprise on launch day, so lick your pencils and good luck.

Table 2

Station	A	B	Sum x 2	cu ft	Disp	Moment
4	92.19	0	184.38	2.56	159.80	639.18
6	244.01	0	488.02	6.78	422.95	2537.70
8	101.72	279.49	762.42	10.59	660.76	5286.11
10	165.72	280.8	893.04	12.40	773.97	7739.68
12	185.06	279.58	929.28	12.91	805.38	9664.51
14	185.06	279.58	929.28	12.91	805.38	11275.26
16	185.06	279.58	929.28	12.91	805.38	12886.02
18	185.06	279.58	929.28	12.91	805.38	14496.77
20	185.06	279.58	929.28	12.91	805.38	16107.52
22	185.06	279.58	929.28	12.91	805.38	17718.27
24	177.74	256.79	869.06	12.07	753.19	18076.45
26	160.03	214.49	749.04	10.40	649.17	16878.37
28	130.63	150.5	562.26	7.81	487.29	13644.18
30	46		92	0.64	39.87	1196.00
					8779.25	148146.02
						16.87

Planning a rendezvous can be a heck of a lot of fun and it can be an extremely rewarding experience for all who attend. It can also be a headache if it's not planned properly. Having organized a number of small boat rendezvous here in Connecticut for members of the Mariner Class Association, I have learned a number of valuable lessons that may serve to help others plan get together on the water.

1. Make the destinations easy. Think back to when you were a first time sailor, or the first time you took your family out on your boat. Chances are you didn't sail very far and you (and your family) were probably pretty glad for that. Keep the destination(s) fairly close and select the locations for their scenery and availability. Make sure there is stuff to do once you're there that will keep people entertained and happy.

2. Plan as if everything will be against you. While it is possible to factor in currents ahead of time, it's obviously impossible to forecast the weather months ahead of schedule. Therefore, you should consider what would happen if the wind was right on your nose both coming and going and also if it rains or has high winds the whole time. On the flip side, you should plan for no wind, both coming and going, think about how long your attendees really want to listen to a whining outboard if that should happen. Personally, I have found that a destination around 15 miles away seems to be ideal.

3. Make the return trip easier than getting there. By the end of a rendezvous weekend most people are a little tired and some may be facing potentially lengthy drives home. If you have multiple destinations during the event, make sure the final leg home is a short one so people can have plenty of time to pack up and tackle the highway without being exhausted. If currents are a factor, don't be afraid to plan for the current to be against you on the way to your destination, for that means it will be with you for the return leg back to the launch ramp. On Long Island Sound the current can be quite swift and must be considered, but it also can be used to your benefit.

4. Communicate as much as you can, and often. It's important to provide as much information as you can before and after people register for the event. The more people know, the more they'll get excited about it and plan accordingly. Be up front with costs, detail the launch site and destination and create an itinerary early on so people know what to expect. Online forums are an excellent way to maintain communication and answer questions in a group setting where everybody can ask questions and receive your replies.

5. Remind people of the basics to bring. It's easy to forget something important when

So You Want to Plan a Rendezvous?

Ten Tips from Someone with Experience

By Nate Bayreuther

you're trying to remember all sorts of stuff to pack and bring with you for a rendezvous. I always remind people to bring the following:

- Anchor with rode
- Charts
- Fully charged VHF radio
- Fully charged cell phone
- Life jackets
- Foul weather gear and sunscreen
- Fenders and dock lines
- Cash for food and other purchases
- Food and drinks for the trip
- Camera
- Reliable motor with extra gas

6. And, speaking of the reliable motor... Plan on motor failures. In the six years I've been organizing events for O'Day Mariners, almost every event has seen some sort of breakdown with a motor. I have found it very helpful to make sure there is a spare motor available at the gathering site or launch ramp. I also insist that everyone check their engines well before we leave the docks since, in 2013, the one person out of the whole group who hadn't checked his engine just before leaving ended up needing a tow. He told me he had run his motor some time before he made the 200 mile trip to the launch ramp and that it worked fine then. I let it go, which was a mistake on my part. A lot can happen to a motor in transit, especially if it's stored improperly and fuel or oil leaks into places it shouldn't. By the time he realized his motor wouldn't start, the sailor who had brought a spare motor was long gone on his way to the event destination. It would've been a lot easier to swap outboards at the launch ramp and have the problem solved then and there instead of having someone (it ended up being me) tow him in and out of two harbors in rough conditions.

7. Delegate responsibility. As event organizer, I used to take it upon myself to keep tabs on all the other sailors on the water. Once sailors choose their own path and disperse it becomes very difficult to know where each boat is, especially if you're at the back of the pack. I used to feel a lot of stress worrying about each boat, especially when the weather was bad. For the 2014 Mariner Ren-

dezvous, several experienced skippers were chosen as co captains, each looking after three or four other boats during the course of the weekend and occasionally reporting back to me. This new chain of command structure worked extremely well by streamlining communication and creating a much lower stress environment for all involved.

8. Provide everyone with everybody's contact information. This may seem like a no brainer but it's something important to remember, especially if someone gets in trouble, on or off the water, and needs to contact someone. A couple of times my cell phone died and other people were trying to reach me. If they had had a list with everyone's contact information, they could have phoned someone else to relay a message.

9. Require all participants to sign a Waiver of Liability form. Obviously sailors need to take responsibility for their own actions on the water. In the event of some kind of incident, especially with unpredictable weather conditions and varying degrees of skipper experience, it's important for certain entities to be held harmless. If a boat capsizes with serious consequences for skipper and crew, it could open up a whole can of worms for the Class (if it's a Class event) and even me as Event Organizer. A Waiver of Liability provides a level of important protection and many other boat rendezvous require such a waiver. There are many online examples you can use to craft one for your own needs.

10. Have a good time yourself. It's easy to get caught up in the planning and execution of a rendezvous and have the event pass you by as you work to keep things coordinated. Don't be afraid to step back every now and then and realize that rendezvous are supposed to be fun for everybody, including you. If you find yourself getting overwhelmed, ask for, and perhaps more importantly, accept, help. Don't try to shoulder burdens alone when there are plenty of people around who might be willing and able to lend a hand. Chances are you'll get all the help you need for a highly successful rendezvous that people will want to repeat again and again.

(Nate Bayreuther has owned his 1970 O'Day Mariner Orion since 2007 and is a member of the Executive Board of the Mariner Class Association. A professional full-time organizer, he grew up next door to his family's marina, Bayreuther Boat Yard, in Niantic, Connecticut. He lives with his wife and son in Wallingford and can frequently be found sailing the waters of Long Island Sound in his spare time. Visit www.mariner1922.com for more about his Mariner and www.usmariner.org for the Mariner Class Association.)



The wind may blow free, but utilizing the wind to move a craft is another matter. Needed will be a mast, a sail, some standing rigging, a boom/spar and running rigging. Then there are also the blocks, a cleat or two and strong points to secure the standing rigging. For my example I am going to use the approximately 22' Wharram catamaran my wife and I owned at one time. The mast was a 4"x4" about 10' long. The standing rigging was the forestay and two shrouds. There was no boom as this was a loose footed sprit rig. The jib was for trim and tacking the boat (backwind the jib to bring the bows around). The cost of the rig today would be about:

Mast (4"x4"x10')	\$13.00
Mast Step (2"x6"x6')	\$ 7.00
Sprit Pole (2"x2")	\$ 5.00
Mainsail Slide (6')	\$50.00
Eight (8) Sail Slides	\$32.00
Forestay and Shrouds	\$100.00
Five (5) Nylon Cleats	\$15.00
Two (2) Chain Plates	\$30.00
Six (6) Pad Eyes	\$24.00
One (1) "O-Ring"	\$ 3.00
Jib Sheets (30')	\$30.00
Main Sheet (20')	\$20.00
Halyard (20')	\$20.00
Two (2) Chain Plates	\$30.00
Five (5) Shackles	\$75.00
Total	\$454.00

The mast on our boat was a 4"x4" rounded from about a foot above the base and the forestay and shrouds were secured to the mast with loops over the top with wood stops to hold each of the lines from slipping on down the mast. This is a very inexpensive means of holding a low aspect ratio mast in place. The mast step was 2"x6" "Ls" bolted to the cross beam with a bolt through the



From the Lee Rail

By C. Henry Depew

step and mast about 6" up from the base. It worked quite well.

I have not added in the cost of the two sails (main and jib) as the cost is subject to a number of variables, and the style of sail we used in the '70s is not that common today on larger vessels. The cost of nuts, bolts and screws also had to be left out as their costs also depends on a number of variables in terms of what they are attaching to the boat's structure. The cost of the sail slide for the main and the slides could be subtracted if one went to Schedule 40 PVC pipe of the proper diameter to make hoops for the attachment of the main sail.

The shrouds and forestay were 1/4" Dacron line secured to the chain plates with shackles. The shrouds were tensioned by adjusting the line on each side. No turnbuckles or the like, just trucker's hitches. The forestay went down to the "O" ring and a line went from there to a pad eye on each bow. The line was secured by going through a shackle attached to the pad eye. Since the bolt rope in the jib took up the load when the sail was in use, the tension on the forestay was not critical as long as it helped hold the mast up.

Now and then the tension on the lines from the bows to the "O" ring had to adjusted. This very simple arrangement came in handy when I heard a crack while sailing with some

friends. The mast step had started to fail on the windward side. I told one of those with us to "grab that line and pull," pointing to the windward shroud. Ivan, about 7' (he ducked under standard doorways) and very strong, did not know what was being done, or why, but he grabbed the line and pulled the mast straight and held it there while I got the main down. Granted, he was holding onto the gunwale with one hand and the line with the other, but it worked. After looking at the damage to the mast step, I took down the jib and we motored back to the slip. Repairs were straightforward and we were off sailing again (after tightening the shrouds a bit more).

Our auxiliary motor was a 4hp British Seagull, a very nice motor that started when the starter cord was pulled and ran until it was out of gas. No problems. Of course, there was no reverse so to back the craft up we had to turn, quickly, the entire engine around. The procedure was to start the engine with the prop out of the water and then lower the engine down, in the direction we wanted to go, and off we went. To stop the propulsion we had to shut off the engine.

While the Wharram catamaran is my example of the cost of a low tech rig, it was also a good training boat for later sailing a faster Tornado Class B catamaran. My wife and I learned how to use a back winded jib when the boat stalled for some reason in a tack. We found the joy of a large deck area and the problems of going around with two hulls (we get out and push). With no boom to worry about, tacking or jibing was not a threat to those on board and the lack of additional blocks swinging around at such times was a joy. The low tech aspect has stayed with me through a number of boats with all kinds of "go fast" gear. And I developed an appreciation for the KISS principle in action.

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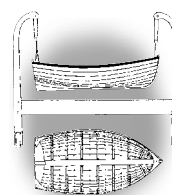
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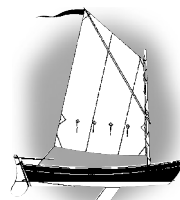
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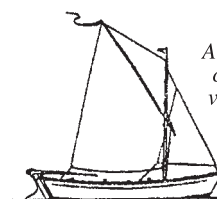


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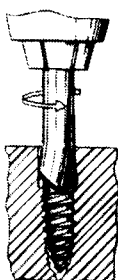
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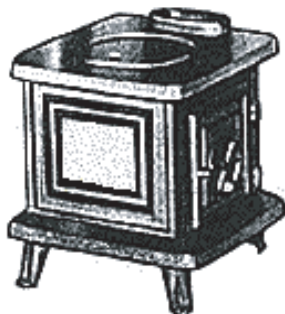
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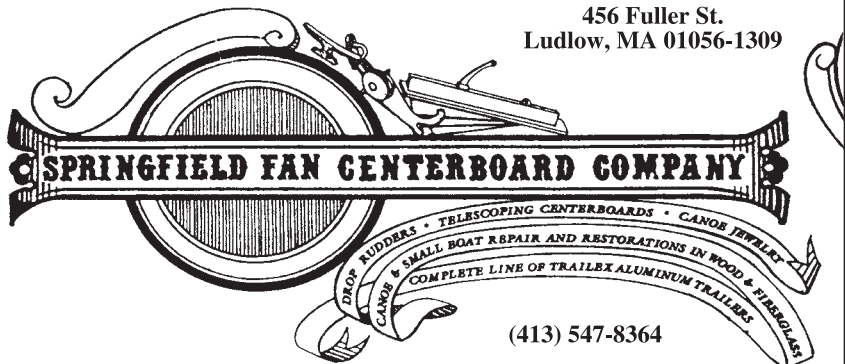
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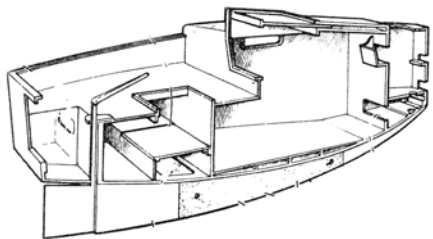
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'92 Joel White Marsh Cat, *Frankford Yellow Jacket*, ex-*Catnip*. Professionally built in lapstrake ply by Great Lakes Boatbuilding, MI, w/extra beam (7'7"); bright-finished sassafras coamings & transom. Extensive 2010-2011 overhauls by Philly Seaport's Workshop on the Water: hollow birdsmouth Sitka mast with solid Sitka spars; custom SS mast joint; new CB & rudder blade; SS standing rigging & bronze Edson motor mount. New lines & paint, inside & out. 2 sails & canvas cover. '09 Venture trlr w/fitted bunks. Stored indoors in southeastern PA. Nearly \$30,000 invested; asking \$20,000. Honda 2hp 4-stroke available for additional \$900.

NED ASPLUNDH, text/leave message on my cell (215) 593-0409, nasplundh@yahoo.com (11)



16' Micro, (Phil Bolger design) liveaboard. Unfinished ply & glassed hull w/400lb lead keel. A good boat for simply messing about. \$450 for plans, hull & keel. Located south central MI.

JOHN WILSON, Charlotte, MI, (517) 543-5325, john@shakerovalbox.com. (11)



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ROBERT FLEMING, Avenue, MD, (301) 769-4517. (11)

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JOHN JOHNSON, VA 22442, (804) 214-0711, jajohncb@gmail.com, (11)



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M.G. LUKEN, Chicago, IL, (708) 822-5550, lukenmd@msn.com (11)

17' Lunenburg, NS Dory, handliner. 2 oar sets & trlr. Gd cond. \$1,700.

MADELEINE BICKERT, Cape Cod, MA, 508-896-8143. (11)

20' Pocket Cruiser, made per plans by Jay Benford. Laid up fg hull, custom trlr made for the boat, new Beta Marine 14 motor w/control box, 2.6 gearbox mounted in the boat. 2 18gal fuel tanks, New Michigan propeller 15r09 w/drive shaft, cutlass bearing.

RANDY CLARKE, (941) 235-8075. (10)

Reduced Price! '96 West Wight Potter 15 Sailboat, in vy gd cond. Pictures at <http://western-mass.craigslist.org/boa/4524643469.html>. Famous Stanley Smith design. Review: (<http://www.boatatus.com/boatreviews/sail/WWightPotter.asp>)

Sleeps 2. Always stored under cover. No bottom paint. Giant inventory: Gas & electric power: 2009 Honda 2.3hp 4-stroke long shaft o/b (professionally maintained yearly, runs well) & Minn Kota electric motor wired for dual batteries Original Garges custom made galy trlr w/newer bearings & bearing buddies, spare tire, 8' extendable tongue, tongue jack, tire bracket, LED lights. Sails: North full battened mainsail new in '13 & used 3 times, CDI roller furling jib, new roller furling genoa, original mainsail. Newer red Sunbrella rail covers w/padding, Danforth anchor w/100' rode & anchor bracket for bow pulpit, newer s/s boarding ladder, s/s mast crutch, s/s genoa tracks, c/b controls led to cockpit, boom end mainsheet controls, boat hook, 2 docklines, Standing & running rigging in gd cond. Spars etc. are light & quick to rig. Full cabin & cockpit cushions in gd cond. Fresh spar varnish on: retractable rudder, tiller, companionway hatch, oars, etc. Additional misc. items incl new Windex wind vane, 2 new extra portlights, winter companionway hatch, headstay, shroud, inclinometer, battery charger, 2 fenders, fire extinguisher, air horn, 2 PFDs, brass oarlocks, extra propeller, hand pump, 2 throwable cushions, 2 marine gel batteries (cond unknown). Winter boat cover w/structure & new tarp, Compl paperwork & ready to sail away. \$5400 or bro.

WILLIAM BRAYTON, Conway, MA, (413) 369-4006 ewbb@comcast.net (10)



'68 South Coast 23, Alberg design; recent sails, bottom paint; sink, stove, head; good shape, ready to go; needs a little TLC; comes w/2hp Yamaha in well, runs well; located off Rappahannock River in the Northern Neck of VA; free dockage for rest of the year. \$2,000.

BRUCE GIBBS, (804) 462-5684; ethel.gibbs@gmail.com (10)

16' Prospector Canoe, by Cedarwood. Beautiful wood & canvas canoe produced in '94 in New Brunswick, Canada on former Chestnut Co. molds. Vy gd to exc cond, w/new paint (green over red w/yellow painted boot stripe). Interior exc. Caned seats, comes w/rolling carrier & gorgeous cherry paddles. Absolutely no problems, ready to go. Realistically priced for quick sale at \$1,500.

JIM BROWN, Sweetwater TN, (423) 453-7129, white dove0215@yahoo.com (10)

14'-2" FG Lapstrake Whitehall Rowing Skiff, 52" beam, wt.165#. Dbl row stations. hull drain. Rows like a dream. Made by Freebooter Boats in Vancouver, B.C. in 2006. 3 mahogany seats. wood needs TLC (or not). Bow storage locker. white exterior, grey interior. One pr 7' spruce oars w/bronze locks incl. Forced sale, health reasons. \$2,800.

TED GRIFFITHS, Manasquan, NJ. (732) 223-9275, ocbc712nd@hotmail.com (10)

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Justin and Ian, Here are 3 of your boats gliding across the waters of Lake Huron's North Channel, not far from Desbarats, Ontario. Each has a sliding seat so we can get some more speed and exercise. While two of the boats stay here year round, mine makes the 850 mile trek on a Trailex trailer that's perfect. I can launch and load by hand, walking the combination to my truck when it's too awkward or I just can't get the truck close to the water. I take my boat out on the Concord and Sudbury rivers here in Massachusetts as well as onto the salt water off of Gloucester and Northeast Harbor, Maine. Almost every time, someone complements me on the great looks of the boat. Also, I'm surprised how often someone comes up to me and says "that's an Adirondack guideboat, right?" A great design gets a lot of attention. We hope all's well with you and thanks for building such great boats! George Peabody, Acton, MA

